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THE FENG-CHIANG BREACH.

SEVERE WARNING BY NANKING.

AN IMMEDIATE EXPLANATION DEMANDED.

GOVERNMENT MAY ACT

Nanking, May 17. It is indicated that unless satisfactory explanations are forthcoming regarding Marshal Feng Yu-hsiang's military activities, the National Government may be compelled to take action.

Marshal Chiang Kai-shek has telegraphed the Kuomintang General, Han Fu-chi, stating that he has received a report that General Han's troops have dynamited the railway bridges at Wushankwan and Changsho, and have also stopped the west-bound Lunghai trains at Kweichow.

Alarming Rumours.

These developments, says Marshal Chiang, have resulted in the circulation of alarming rumours regarding the present political situation, and he therefore demands an immediate satisfactory answer to these complaints.

It was announced at Marshal Chiang Kai-shek's Headquarters this evening that Marshal Chiang telegraphed to Marshal Feng yesterday saying he had received reports to the effect that Feng's troops on the Lungsha and Peking-Hankow Railway had been suddenly withdrawn to Honan and Shensi.

Entirely Unwarranted.

Marshal Chiang adds that such action is entirely unwarranted since at no time had the National forces attempted to attack Feng's troops.

An such steps might bring about misunderstanding, Marshal Chiang has demanded that Marshal Feng give him a prompt reply.

It is believed here that unless an immediate satisfactory answer is forthcoming, the Government will take positive action.—*Reuter*

War Declaration.

Shanghai, May 17. Indications of Marshal Chiang Kai-shek's intention to declare war on Marshal Feng Yu-hsiang seem confirmed by an alleged Nanking order that no more Nanking troops will be sent down to Kwangtung to assist General Chan Chai-tong in the Kwangsi war, but that all available Nanking units in Hunan and Hupeh will be concentrated at the Hupeh-Honan borders near Wushankwan.

War preparations by the First Division of Feng's troops at Singangchow, on the Honan border, have been continued.

Troops Movements.

Concentrations of troops at Pengpu and Heuchow on the Tientsin-Pukow, and on parts of the Lung-Hai Railway by Marshal Chiang's Army are reported.

Up to yesterday afternoon no fewer than 40 trains passed Tientsin on the way down south from Peking and Tientsin, conveying large numbers of Chiang's units under Generals Tang Sun-chi and Li Pin-shin, who are subordinates of the Nanking C.I.C.

Consequent on the war rumours, martial law was declared in Peking last night and additional troops were sent out to patrol the suburbs and strategic points.

Chiang Explains.

Nanking, May 17. Marshal Chiang has wired to Marshal Feng giving an explanation of the latter's repeated complaints regarding the alleged discriminatory treatment accorded to troops of the Second Nationalist Army Corps by the Nanking Finance Ministry in the distribution of funds.

Chiang explains that the funds dispatched to Feng were often delayed on account of the fact that the Nanking Finance Ministry was deriving its revenues from only a few of the provinces, but he says such inconvenience will not be felt again now that the Finance Ministry is controlling all the revenues of the Provinces.

CORPORAL HENDRY SENTENCED.

COURT MARTIAL DECISION MODIFIED.

DISCHARGE REMITTED.

The Telegraph has been officially informed that as the result of the recent District Court Martial of Corporal Charles Hendry, of the K.O.S.B. on charges of embezzlement of Regimental funds, the Court sentenced the accused as follows:

- (1) To be reduced to the ranks.
- (2) To be imprisoned with hard labour for 80 days.
- (3) To be discharged, with ignominy from His Majesty's Service.

The sentence was, we understand, referred to H. E. Major General J. W. Sandilands, the G.O.C., who confirmed the finding and sentence of the Court, but commuted the sentence of imprisonment with hard labour to one of the detention, and remitted the sentence of Discharge with ignominy.

The G.O.C.'s decision was given on Tuesday last.

SHAMEEN BILLIARDS.

FINAL OF SPRING HANDICAP.

Shameen, May 17. In the final of the Canton Club Billiards Spring Handicap last night G.M.D. Wolfe (-176) defeated C.H. Rolfe (-75) by 92 points. Other entries were G. C. Ritchie, Geo. Duncan, Jr., C. E. Watson, R. O. Rutherford, J. Mowbray Jones, A. Hoffmeister, E. R. Hill, Wm. Seifert, E. H. Shekury, Jas. Carnegie, Jr., V. E. C. Ferrier, J. Linaker, T. M. Knott, R. E. Abwell, J. Jones, A. de Gherard, J. Baud, H. F. Campbell, S. Lilliecrap and D. Latimer.

THE TACNA-ARICA DISPUTE.

SETTLEMENT REACHED BY NEGOTIATIONS.

Washington, May 17. President Hoover has announced the settlement of the Tacna-Arica dispute by direct negotiations between Chile and Peru. Under the terms of the settlement, Chile retains Arica, and Tacna goes to Peru, while Chile will pay Peru six million dollars.—*Reuter's American Service.*

UNITED STATES COURT.

EIGHTEEN CASES AT TIENSIN SESSION.

Shanghai, May 18. Judge Milton Purdy and officials of the United States Court departed yesterday to open a session of the Court in Tientsin. There are eighteen cases on the list, and Judge Purdy hopes to return early in June.—*Our Own Correspondent.*

SIAMESE MINISTER OF COMMERCE.

WELCOMED ON VISIT TO ENGLAND.

London, May 17. Prince Purachatra, the Siamese Minister of Commerce, has arrived here. He was met at the station by a representative of Sir Austen Chamberlain.—*Reuter.*

"FAIR GENERALLY."

The Observatory weather forecast up to noon to-morrow is: Easterly or variable winds, moderate; fair generally.

The P. and O. s.s. Rossington Court, from Singapore, is due here at 6 a.m. on the 23rd instant.

Another Chinese case of smallpox was notified yesterday.

ALARM FOR GRAF ZEPPELIN.

AIRSHIP'S LONG FIGHT WITH WINDS.

DIRIGIBLE PARTLY DISABLED AND IN DANGER.

LANDS NEAR TOULON.

Paris, May 17. After a long battle against strong winds with two of the motors of the Graf Zeppelin crippled, Dr. Eckener fears that the giant dirigible is in serious danger, and regards the attempt to reach Friedrichshafen to be impossible of achievement.

Dr. Eckener is keeping in constant wireless communication with the French authorities.

It is learned that Dr. Eckener has wirelessed to the Lyons Aviation Centre asking the military authorities at Valence to be warned that he intends to try to land the Graf Zeppelin.

Serious Damage.

Messages from the great airship have indicated that in addition to the motor breakdown, the heavy winds and storm with which the Graf Zeppelin has had to contend have caused serious damage on

HAIPHONG-HONGKONG FLIGHT.

French Airman Compelled to Turn Back.

DUE HERE THIS AFTERNOON.

Newa was received this morning which explains the non-arrival yesterday of M. Robbe, the French aviator who is making a trial commercial flight from Haiphong to Hongkong.

This was in the form of a telegram received from Haiphong by the Asiatic Petroleum Company stating that M. Robbe started out yesterday, but had to return on account of bad weather.

The telegram adds that the flier is leaving again to-day, and expects to reach Hongkong at about 3.30 p.m.

board and some alarm is felt for the airship, which with eighteen passengers, including a lady, and a crew of forty-one, appeared to be almost disabled in the strong mistral.

The engines have apparently stopped.

Broadside to Wind.

The airship, according to the messages sent out, frequently slowed round, broadside on to the direction of the wind, and has several times been apparently at its mercy.

The French authorities are doing their utmost to assist. Troops have been ordered out as a landing party, and the Prefect at Drome has ordered all high tension cables to be neutralised.

Dr. Eckener's decision to land in France was made towards the close of an all day struggle to reach Friedrichshafen.

Against the Mistral.

The engine trouble which led to the resolve to turn back from the Atlantic first developed near Saragossa last evening.

The airship battled her way back in the teeth of strong headwinds, and reached French territory at eight o'clock this morning.

After crossing the Gulf of Lyons, the Zeppelin headed up the Rhone Valley where she encountered a mistral blowing at eighteen miles an hour against her ability to do twenty miles an hour with her remaining engines.

Three Engines Break Down.

Three engines then went out of action through the fracture of the driving-shafts. The Zeppelin reached Nimes at nine o'clock this morning and was stationary for twenty minutes near Bellegarde, which is fifteen miles further on.

She then slowly proceeded in an easterly direction at a height of

COLONY'S FINANCE FOR 1928.

CREDIT BALANCE EXCEEDS EIGHT MILLIONS.

REVENUE INCREASES.

The Colony's financial returns for the year 1928 are given in this morning's issue of the *Government Gazette*, revealing some interesting figures.

The actual revenue to December 31st, 1928, was \$24,968,398.63 as against an estimate of \$20,103,390, representing an excess over the estimate of \$4,865,008. The figure also compares with \$21,344,535.72, the actual revenue for the same period of 1927, showing a net increase over the previous year of \$3,623,863.16.

The most notable increase in revenue comes under miscellaneous revenues, which have advanced by \$1,992,275.78 to \$2,647,859.32, while from land sales was derived \$1,635,235.65 against an estimate of \$150,000. Kowloon-Canton Railway receipts increased by \$107,570.05.

On the expenditure side, it is found that the Government spent \$21,230,242.24 against an estimate of \$22,183,045, and compared with actual expenditure of \$20,845,064.69 in the previous year. The net increase in expenditure was only \$385,177.55, though the Government budgeted for an increase of \$1,337,981.

The Post Office (\$108,986) the Harbour Department (\$116,936) the Police Department (\$226,973) and Military Contribution (\$257,066) represent the biggest increases, while a heavy decrease in expenditure of \$857,874 on Public Works Extraordinary was effected.

The balance in hand at the close of the year was \$8,091,633.87.

NEW SINO-JAPANESE NEGOTIATIONS.

ON TREATY REVISION QUESTION.

Shanghai, May 18. Dr. C. T. Wang, the Chinese Foreign Minister, arrived here from Nanking yesterday. It is understood that he is opening negotiations with Mr. H. Shigemitsu, the Japanese Consul General, for a revision of treaties. Mr. Shigemitsu is concurrently Counsellor of the Japanese Legation and therefore, on account of the absence in Tokyo of Mr. Yoshizawa, is acting Minister.—*Our Own Correspondent.*

MR. DAVIS ACCEPTS.

NEW GOVERNOR-GENERAL OF PHILIPPINES.

Washington, May 17. Mr. Dwight F. Davis, who was Secretary of War in the Coolidge Cabinet, is to succeed Mr. H. L. Stimson as Governor-General of the Philippines.—*Reuter's American Service.*

B. & S. STEAMER ASHORE.

EIGHTY MILES BELOW SHAL.

A naval wireless message received this morning states that the B. and S. s.s. Slangtan is reported to be ashore 80 miles below Shal. No further details are given.

about 2,500 feet. The last report received, some hours before the decision to land, stated that the airship was at Montclair. Since that time, it is understood, the Zeppelin has been making slow progress in spite of the tremendous difficulties, and it is now thought likely that she will land at Cuers Pierrefeu.

Safe Landing.

Later. The Graf Zeppelin has been sighted from Cuers Pierrefeu Aerodrome, near Toulon, and Dr. Eckener is preparing to land her. A landing party of military has been provided.

Later. The Graf Zeppelin landed smoothly at Cuers Pierrefeu shortly after eight o'clock this evening.—*Reuter.*

PLANES FLY OVER WUCHOW.

BUT REFRAIN FROM BOMBING.

KWANGSI COUNTER-ATTACK NOW REPORTED.

SAMSHUI STRUGGLE.

Whilst an official Canton statement claims the recapture of Shuihing, on the West River, by Cantonese troops, reports from other sources indicate that the Kwangsi forces have begun a spirited counter-attack, and fighting is said to be proceeding in the region of Samshui.

On the other hand, there is evidently some expectation of fighting in the near future near Wuchow, and our Canton correspondent writes that yesterday afternoon the U.S.S. Guam left under full speed for that port. H.M. ships *Moth* and *Clelia* are at present in the West River, and will also probably proceed to Wuchow.

Planes Visit Wuchow.

A Chinese report states that Canton aeroplanes sent to Wuchow to bombard the wireless station of the Kwangsi Government have returned to Canton after flying over Wuchow yesterday.

It is said that on account of the fact that quite a number of residences and shops are situated near the wireless station, and because of a fear that bombing might involve the lives and property of innocent people, the planes later returned without launching an attack.

A message from another source states that the situation at Wuchow is quiet and that there is no desire on the part of foreigners to evacuate unless it becomes absolutely essential.

Quiet conditions continue down Samshui, says this message.

Attack on Samshui.

Further Chinese reports say that the Kwangsi Army which retired from Samshui to Shuihing two days ago, is now again concentrating at Lupa, north of and near Samshui and are assailing the latter city.

A number of Canton aeroplanes have been commissioned to depart immediately for Samshui to assist the Canton troops.

A tense situation prevails in Northern Kwangtung, where it is understood that the Kwangsi forces are organising a gigantic movement to come down on Canton City from Sunkai by way of the Canton-Shuihwan Railway.

Canton Claims.

Canton, May 17. While there is no further news of importance bearing on the Kwangsi invasion of Kwangtung, the Cantonese claim a victory at Samshui and state that they are pursuing the Kwangsi Army along the West River and that all danger to Canton is passed. They claim that the war is near its end and can only terminate with the entire submission of Kwangsi to Nanking. These claims appear somewhat exaggerated, as it seems to observers as if Kwangsi were "sitting on the fence," and a renewal of hostilities may be expected at any time. However, in support of the Canton claims, it is a fact that the railway service has resumed to Samshui.

Troops from Shanghai?

The s.s. *Hoi Shan* arrived in port last evening after dark and dropped anchor up above Shameen near the Samshui Railway Station. There were a large number of troops on board. It is not known exactly whence the *Hoi Shan* arrived, but it is almost certain that it was from Shanghai. This morning there were no signs of the troops and it is stated that they landed at the Shek Wai Tong Railway Station during the night and entrained immediately for Samshui.

H.M.S. *Moorhen* has just arrived in port from Samshui after having been aground in Money-penny Creek for over 24 hours.

A wireless message received from H.M.S. *Moth* in the West River this afternoon states that Cantonese gunboats are laying mines in the river above Samshui.—*Our Own Correspondent.*

Bulls and Inners

□ □ From the Office Butts. □ □

A point which The Club must decide (And one which involves some men's pride) Is whether it's right That night after night Men's wives should be waiting outside.

Perhaps 'twould be really much better, (Making woman again mere man's debtor) To let them all in To share in the gin— And thus make the evenings much wetter!

After all the talk we've heard about handwriting this week, we are beginning to wonder whether "Mene, Mene, Tekel Upharsin" wasn't a forgery after all.

Horse Power Tax:— Hits People's Transport.

The Bateman cartoon has yet to be drawn showing the "hanging" of this year's problem picture:—"A Canton River Steamer Defending Its Young," by an Old Master.

It was all very well to drag Napoleon into the Bank case, but, although he had his checks, he didn't forget to cross his Alps.

Following our usual custom of publishing an alarming piece of news at least once a week, we have to report that a pig was recently born in Cornwall with an elephant's trunk, no mouth and one eye.

This super-golf never seems to stop. We read of it. Hagen and Hagen. He: Betty is a good bridge player. I can't understand why she didn't return my lead. She: Well, you led diamonds, and she never returns a diamond.

As a riverboat captain remarked the other night, when reading the criticisms of "unsuitable masters," "Thash all very well, but what about unsuitable mistresses?"

Local police are studying Chinese characters—especially the "bad uns."

May Weddings:—The Spring-tied!

A writer says it's hard to get the Government out of business. Our experience is that it's harder to get business out of the Government.

According to a sports writer, too much tennis produces stern looks on women's faces. Set expressions, in fact.

We'd hate to be considered cantankerous, but all the same we hazard the guess that if Government had to work next door to a water fountain, it would provide more reservoirs.

If a griffin would earn the regards, Of Peak dwellers—so flattered by birds; He may drop every aitch— Call a Peeche Melba "patche!" But he mustn't forget to drop cards!

An optimistic Hongkong resident travelling Home sends us a postcard:—"No complaints so far. Thirty-two children and about 100 adults 2nd Saloon!"

The people who have been worrying about what to do with old razor blades can turn their attention to a new and pressing problem—what will the Chinese do with all these kerosene tins after they get a full water supply?

Home papers say there is a steady decline in the marriage rate. Looks like a depression over the British isles.

A scientist has discovered an insect with a white light at its head and a red light at its tail. We know the kind, for we saw one on Stubbs Road the other night, only ours had a horn as well.

If they go on piling up these impositions, local owner-drivers will eventually develop loco-motor.

"Anti-Gamble:—"We are assured that the Calcutta sweep is not as black as it's painted.

"Enquirer:—"An expert on squeeze rings declares that if one can avoid squeezing, a ring will not be necessary.

The water shortage is still serious, but there's no knowing what may be in Government heads.

If these cigarette-lighting contraptions could be brought under the proposed duty on petrol, we should get a lighter tax.

One way of settling this Kwangtung-Kwangsi War would be to give Lammert's the job of auctioning miscellaneous tuppans.

Rather strange that Mr. Kellogg, the author of the Pact outlawing war, should also have made the ruling regarding the position of feminine guests at official dinners.

A flat-dweller writes to complain about a pianist neighbour who seems overstrung.

Two women recently fought for a seat in a hair-dressing saloon. Two minds with but a shingle thought!



He: Betty is a good bridge player. I can't understand why she didn't return my lead. She: Well, you led diamonds, and she never returns a diamond.

What about forming a ladies' committee to advise the Government on the question of Hongkong-Kowloon communication? They would doubtless give a few good bridge points.

"High-kicking and leg-swinging with an easy swing from the hip," helps one to get rid of superfluous fat, according to an article in the S.C.M.P. A variation of the system may be employed in getting rid of superfluous shroffs.

A heading we never expect to see:—"Pedder Street Traffic Problem Solved."

In Kwangtung the only formality necessary to effect a change of Government is to issue the ammunition.

This week's cinema title:—"He was so stupid, he couldn't catch the drift of a snow storm."

The Bateman cartoon is yet to be drawn depicting the Air Force Officer explaining to a reporter how the accident happened.

A correspondent suggests the formation of an Austin Club with a horse to its members fighting the horse-power tax.

If handwriting is evidence of character, some of our talpans must be in a bad way.

A local resident doesn't know whether to take a wife onto himself or go in for wireless. He must be prepared for interference, either way.

It seems that The Club garden is a blooming expense.

Some of these Kowloon flappers proclaim their charms from the hose tops.

The feats of Bowley in recent county cricket are enough to drive his opponents batty!

Someone or other is determined to take Samshui. It appears to be a case for prohibition.

It turned out that the headline "Ruthless Scrapping" this week merely referred to a trade war.

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PIANO SOLOS
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Jardins Sous La Pluie (Debussy) Evelyn
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5272 { Fantasia in D Minor (Mozart) ... Irene Crouther
Etude in F Minor (D. Busby) ... Cyril Smith

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Mobiloil Quality

Hot weather imposes a severe friction load on your automobile engine. This stress becomes even greater when you drive at high speeds over open country roads or crawl along with frequent starts and stops in congested city traffic.

Dramatic proof of Gargyle Mobiloil's hot-weather superiority is found in facts like these:

Mobiloil lubricated the first cars to cross the Sahara Desert in 1923.

Mobiloil lubricated the first motorcycles to go over the same route in 1927.

Mobiloil lubricated the first cars to travel from Morocco to Cape Town in 1926.

Mobiloil lubricated Major Dagnaux's plane when he flew across Africa—from Paris to Madagascar—in 1927.

Your Mobiloil is the most popular oil in hot countries the world over. When you use the grade advised for your car by the Mobiloil Chart, you get the heaviest oil which will at the same time meet with scientific exactness every other lubricating requirement of your engine.

To use heavier oil than that recommended for your car in the Mobiloil Chart is to invite extra carbon deposit, and possibly serious mechanical troubles. You are always sure with

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PROF. W. J. HINTON.

LEAVES THE UNIVERSITY AFTER SEVENTEEN YEARS.

The following is from the current issue of the *Journal of Law and Commerce* of the University of Hongkong:

It is among our very first tasks, and a most unpleasant one, on assuming the editorial chair, to announce the retirement of Professor W. J. Hinton, who will vacate the chair in Political Economy in the University of Hongkong at the end of the First Term of this year. Professor Hinton leaves us to assume the post of Director of Studies in the Institute of Bankers, London. He will also give lectures in the Geneva School of International Studies during this summer session of the School. We are led to believe that these are occupations after his own heart, and, if so, we heartily rejoice with him. On the other hand, we are constrained to record our sincere regrets upon the loss of an inspiring teacher and a true friend to all who have had the good fortune to have studied under him. The University too, will be the poorer upon his departure, for Professor Hinton has been unsparing in his efforts to promote the cause of this institution.

We are confident that we voice the sentiments of all members of this Society when we tender to him our appreciation of the service which he has rendered to the University, to the Faculty of Arts, to the Department of Commerce, to the student body in general, and to his own students in particular, during his connexion with the institution from its very beginning to the present time, and to heartily wish him every success and enjoyment in his new work, as well as health, long life, prosperity and happiness throughout his days.

Our idea of a fitting valedictory was to present a twenty page biography of Professor Hinton's career, with special reference to the seventeen years which he spent in the University, during which time he formed one of the pillars of the structure. But we were admonished against anything so ambitious, his natural modesty causing a blank refusal to divulge any Johnsonian anecdotes to an eager Boswell. In spite of this, we have in mind a more able historian who we will try to persuade to undertake this important task, the fruits of which labour we hope to have adorn the pages of our next issue.

Professor Hinton will anticipate his departure from the University with a great deal of apprehension. The sudden severance from his Chinese students, after the almost daily meetings of the past seventeen years, will undoubtedly be a shock to his well-ordered mind. As an antidote for this disorder, and as a scheme to broaden the horizon of undergraduates of the University, he is sponsoring a plan for travelling scholarships which in our humble opinion is a most commendable one. It is connected with his own activities in London and at Geneva.

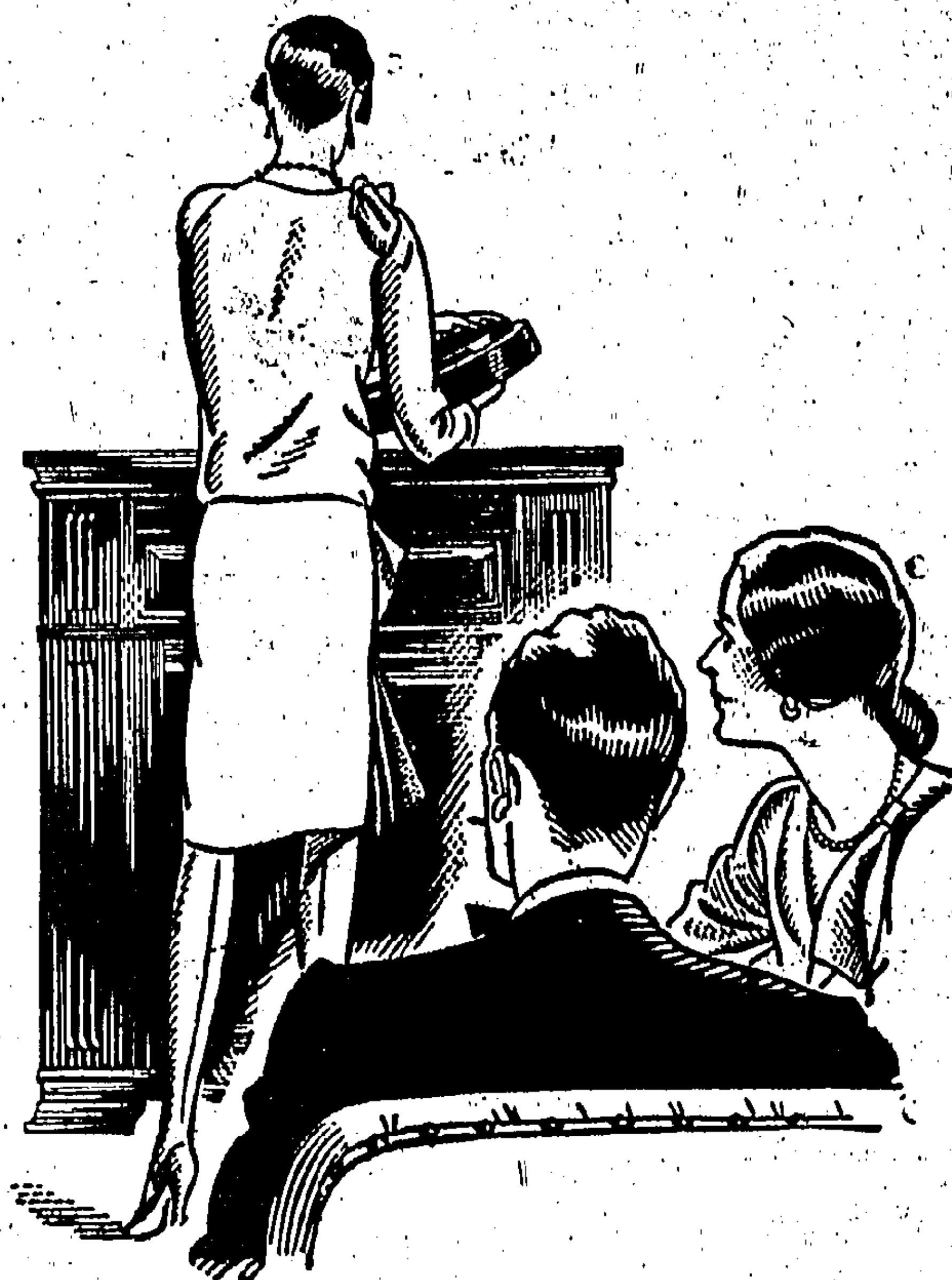
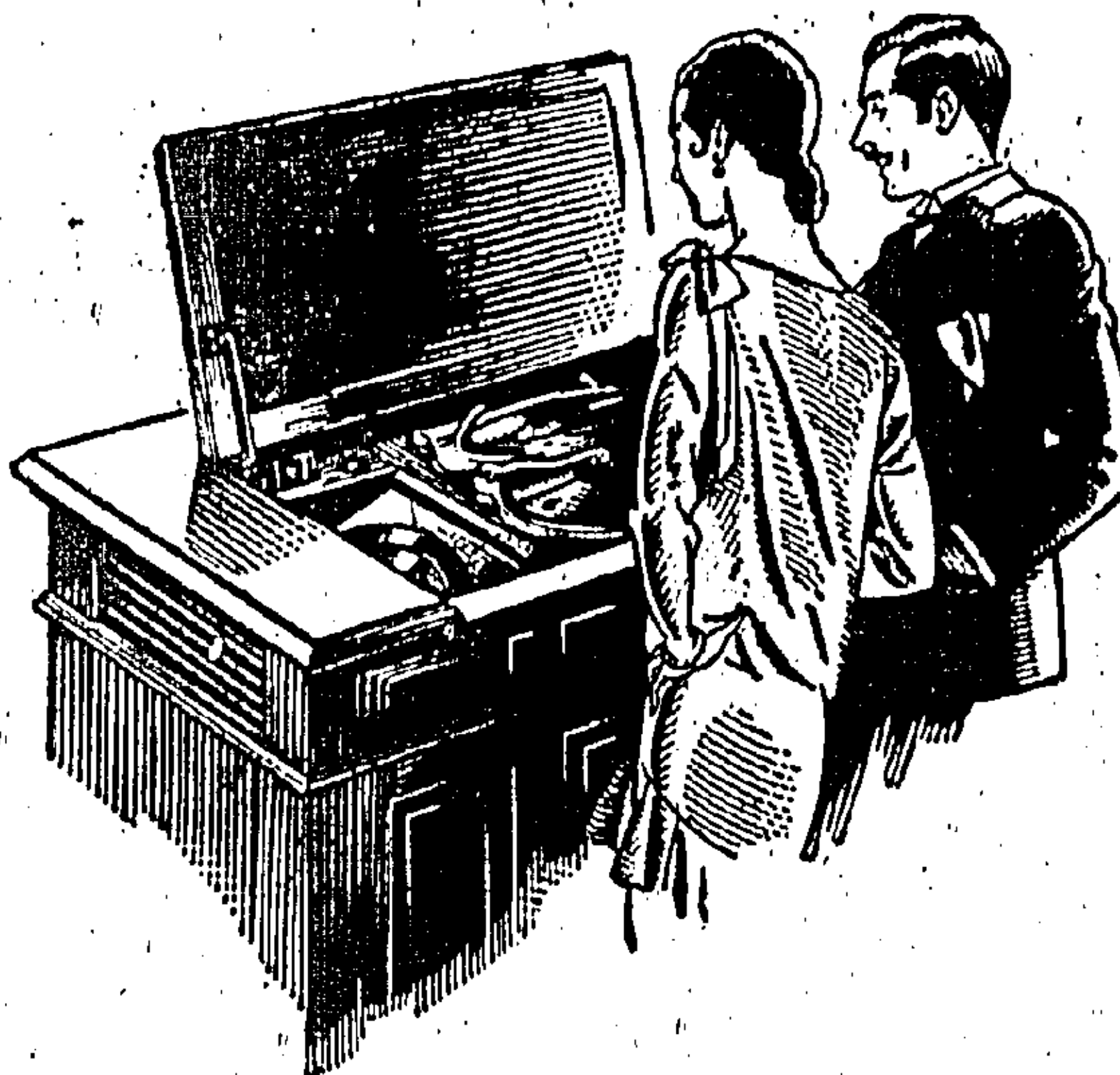
The Geneva School of International Studies opens each year in July and is in session through the months of August and September. The following extract is from the prospectus of the School:

"The idea of the courses emanated from students. In the spring of 1924 the representatives of a number of European national student groups, known as the Federation Universitaire Internationale, met in Prague to form an international organization. They saw the need for a place where students might study international problems and have opportunities for exchanging ideas. They asked Prof. Alfred Zimmer, their Honorary President, to undertake the establishment of such a centre. Accordingly, Prof. Zimmer organized a series of lectures and discussions, choosing as his laboratory the Fourth Session of the League of Nations Assembly, which met that Fall. A group of over two hundred students assembled. The lectures and discus-

An invisible SERVANT plays the music

LAST week the Clarks invited us over to see their new automatic Victrola. At their house that night we experienced the greatest musical surprise of our lives.

It savored of magic. We heard a constant stream of the most wonderful music flowing from a cabinet for an hour. With nobody standing within fifteen feet of the instrument. The Philadelphia Orchestra . . . Chaliapin . . . Sousa's Band . . . The Revelers . . . George Olsen . . . it was like having a panorama of the world's finest music unrolled before you by an obliging genie. The music was so real, so lifelike, that each artist seemed to be present in person. Aladdin and his lamp could have done no more.



Bill went up and peeped under the cover. So did I. We saw an almost-human mechanism that set each record aside as it was played, then it put on the new record, and the needle swung into position for another delightful selection.

The four of us picked out a second group of records, and placed them in the Victrola. That was all. We didn't have to touch the instrument after starting it. We simply relaxed and enjoyed the music.

Afterwards, Bill said it was wonderful but cost too much money for us. Betty Clark laughed. It hadn't cost a quarter as much as our car out there in the driveway, and the dealer had allowed them to pay for it by the month. . . . You don't have to ask the next question—we ordered ours the day before yesterday.

Visit your Victor dealer and enjoy a musical treat. Have him demonstrate the automatic Orthophonic Victrola soon!

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groups, a preparatory course and an advanced course. From the Advanced Course a group of 16 students of 10 nationalities were selected to meet three times a week with Professor Zimmer for discussion and special study."

Inasmuch as Professor Hinton will be a member of the School for the next three years, it would be a boon to him (and to the fortunate student) if arrangements could be effected for one or more senior men from the University, preferably one from the Faculty of Arts and one from the Faculty of Engineering to attend the Geneva School of International Studies each summer, in addition to having an opportunity to spend useful

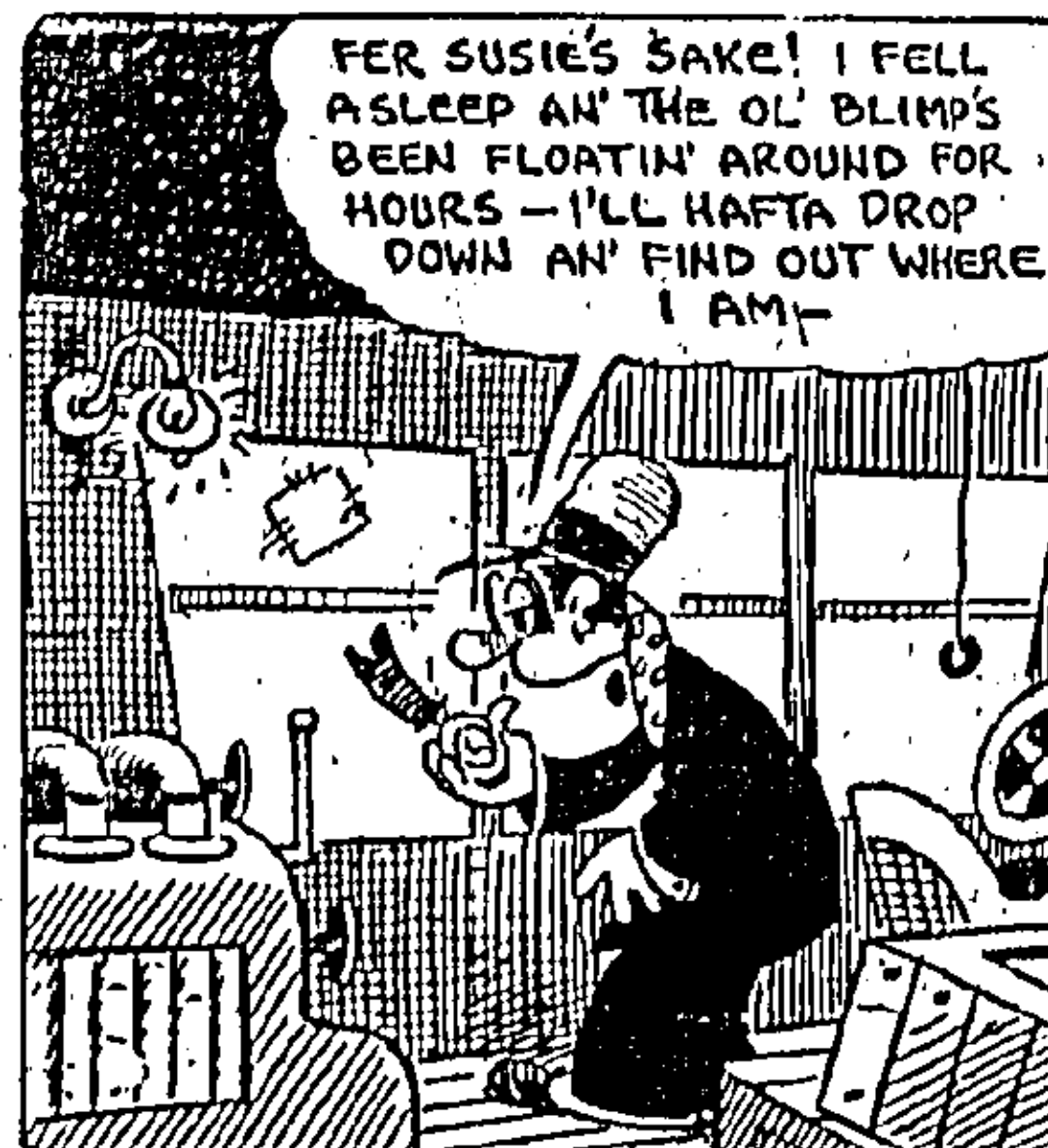
(Continued on Page 15.)

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TO-DAY'S WANTS

25 WORDS—ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies has been received:—

295, 300, 301, 305, 306, 315 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512.

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WANTED.—Urgently, A Short-hand (Pitman's) Teacher, during or after office hours. Write stating terms etc. to Box No. 516, care of "Hongkong Telegraph."

SITUATIONS WANTED.

Advertiser can strongly recommend two Servants, Gardener and Cook-boy. Services available end of May. Write Box No. 520, care of "Hongkong Telegraph."

PREMISES WANTED.

WANTED.—On Peak, small furnished bungalow. Rent must be moderate. Willing take on yearly lease from 1st July. Write Box No. 519, care of "Hongkong Telegraph."

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LOST.—MALE TABBY CAT, vicinity Broadwood Road. Finder please communicate with Box No. 518, care of "Hongkong Telegraph."

MISCELLANEOUS.

Standard 2 seater Motor Car Baffle, 1st prize ticket No. 142, 2nd Prize ticket No. 230.

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Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C.5009.

FOR SALE.

FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE.—Alderman PUPPIES, 2 months old. Apply Pedder Building, 1st floor, Room 5, Tel. C.6196.

KWONG HANG & CO.

43, Des Voeux Road Central. Government and Admiralty Coal Contractors.

HOUSE COAL.

Peak at \$23.00 per ton.
Upper Level \$22.00 " "
Middle Level \$21.00 " "
Central Office \$20.00 " "
Kowloon \$17.00 " "

The above prices include delivery charges to destination.

COMING!

WARNER BROS. PRESENT

JOHN BARRYMORE

in

"WHEN A MAN LOVES"

with

Dolores Costello

Directed by

Alan Crosland

WARNER BROS. PRODUCTION

TO THE

QUEEN'S

New Advertisements

NOTICE.

It has been brought to the notice of the undersigned that imitations of the scent known as the "Narcisse Noir" or "Black Narcissus" Scent are being imported into and sold in this Colony. The said "Narcisse Noir" or "Black Narcissus" Scent is the product of Messieurs Caron et Co. of Paris, of whom the undersigned are the Sole Agents for China.

Notice is hereby given that proceedings will be taken against any person, firm, or corporation selling or otherwise dealing in such imitations.

Dated the 16th day of May, 1929.

SENNET FRERES

UNION INSURANCE SOCIETY OF CANTON, LTD.

(Incorporated in Hongkong.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 24th May, 1929, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 6th May to 24th May, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hongkong, 1st May, 1929.

THE CHINA FIRE INSURANCE COMPANY, LTD.

(Incorporated in Hongkong.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 24th May, 1929, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th May to 24th May, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hongkong, 1st May, 1929.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

(Incorporated in Hongkong.)

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 24th May, 1929, at 11.20 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 6th May to 24th May, Both Days inclusive.

By Order of the Board,

PAUL LAUDER,

General Manager.

Hongkong, 1st May, 1929.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-eighth Ordinary, General Meeting of Shareholders will be held at the Office of the undersigned on THURSDAY, the 23rd May, 1929, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1928.

The Share Register and Transfer Books will be closed from the 9th to the 23rd May, 1929, both days inclusive.

JARDINE MATHESON

AND CO., LTD.,

General Agents,

Hongkong, 2nd May, 1929.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 21st May, 1929, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Particulars from Catalogue)

On View from Saturday, the 18th May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 22nd May, 1929, commencing at 10.30 a.m. at Godown No. 18, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(for account of the concerned)

A Large Quantity of Miscellaneous Goods.

comprising:—
Dried Fish, Angle Iron, Iron Pipes, Naphthalene Balls, Sweepings, Mangrove Bark, Plate Cutting, Plank, Timber, White Zinc, Caustic Soda, Galvanized Pipe, Sulphate, Wire Shorts, Wire, Iron Tube, Lumber, Iron Ware, Drugs, Wine, Window Glass, Round Iron, Confectionery, Pencils, Bar Ends, Toys Wire Ropes, Flat Iron, Flat Bars, Old Trunks, Charcoal, Empty Sacks, Tea, Red Wood, Mats, Personal Effects, Myrabolam, Matches, Pineapples, Yarn, Scrap Iron, Sulphate of Ammonia, Match Sticks, Porcelain, Soda Ash, Glass Bottles, Flour, Lead, and Groundnut Seeds, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY, the 23rd May, 1929, commencing at 2.30 p.m. at No. 3, Regent Mansions (May Road).

A Quantity of Valuable Household Furniture.

(Catalogue will be issued.)

On View from Wednesday, the 22nd May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

BANK HOLIDAYS.

In Accordance with Ordinance No. 5 of 1912, The Exchange Banks will be closed for the transaction of public business on Monday, the 20th May, (Whit Monday.)
Hongkong, 14th May, 1929.

HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 18th May, and on Monday, 20th May, 1929, commencing at 3 p.m. The first bell will be rung at 2.30 p.m.

The charge for admission to the Public Enclosure will be \$1— for all persons including ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Lindest & Davis at \$5— each per day up to Friday, 17th May, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2— per day.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meetings.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 22nd May, 1929, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand with Bevelled Mirror, Glass Cabinet, Chest-of-draws with Bevelled Mirror, Dining Room Suite, Desk, Bookcase, Celling and Table Fans, Pianon, Electric Gramophone, Camera, Typewriters, Carpets, Rugs, Pictures, Wardrobe Trunks, Indian Motor Cycle, Porcelain Vases, Ornaments, Curios, etc., etc.

Teak Dining Tables, Dining Chairs, Slideboards with Bevelled Mirrors, Dinner Wagon, White Frost Refrigerator, Ice Chests, Dinner Crockery, Cooking Stove, Glass Ware, E. P. Ware, etc.

Teak and Iron Bedsteads with Mattresses, Wardrobes with and without Bevelled Mirror, Dressing Tables, Chests of Drawers, Toilet Sets, Washstands, Baby Cots, Curtains, Linen, Enamel and Shanghai Baths, etc., etc.

A Quantity of Blackwood Furniture.

Catalogues will be issued.

On View from Tuesday, the 21st May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

MR. LLOYD GEORGE EXPLAINS.

PLANS REDUCTION NOT "CURE".

London, April 13.

Mr. Lloyd George addressed a large mass demonstration in the Free Trade Hall at Manchester last night in connexion with the Liberal election campaign.

His speech was relayed to audiences in twenty-eight towns.

Mr. Lloyd George had an ovation when he rose to speak.

"As Liberals," he said, "we have every reason to be gratified with the reception accorded by the nation as a whole to the carefully thought out proposals we have submitted to its judgment for dealing with the great problem of chronic unemployment."

"I cannot say we have no critics (laughter)—but I can say that we are putting forward our plan as a united party. The remarkable speech by Lord Grey at an assembly not of my special admirers bears testimony to that fact."

"The taunts of disunion in the party will have to be thrown into the waste paper basket. The leaflets that have been printed by the million on that topic will have to be scrapped. The Tory Party and the Socialist Party will have to scrap their dud ammunition about disunion."

A Longer Process.

"Mr. Thomas has said I declared I could cure unemployment," Mr. Lloyd George continued. "I never said that. I said you could reduce unemployment to normal proportions in twelve months. A cure is a longer process."

"Our plan will help towards that cure. But there is a great deal more that will have to be done. You will have to establish peace on firmer foundations in the world."

"You will have to cut down our extravagant drink bill. (Cheers.) There must be a better organization of industry, with a view to arranging that certain orders can be taken in hand when employment is slack."

"The farmer—and I speak as a farmer—(laughter and applause)—always does it. During the winter the farmer turns his men to hedging and ditching and preparing the soil for the happy springtime. That is exactly what you will have to do if you are to have a permanent cure for unemployment."

"We propose by this plan to reduce in twelve months the gigantic army of unemployed to normal proportions."

Further answering Mr. Thomas, Mr. Lloyd George denied having said that the plan would not cost a penny. What he had said was that it could be effected without adding one penny to local or national taxation. If the value of land was greatly increased by new roads, that increase was the property of the ratepayers. Telephones were a commercial proposition, and so was housing. By these and other proposals in the plan there would be saved on the

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Whit Monday, the 20th inst., the G.P.O. will be open from 8 a.m. to noon, Kowloon Post Office 8 a.m. to 11 a.m. and the other Branch Post Offices 8 a.m. to 9 a.m.

There will be no collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	May 18
Shanghai and Swatow	Shantung	May 19
Europe via Negapatam (Letters and papers London 18th April)	Medon	May 19
Manila	Pres. McKinley	May 19
U.S.A., Honolulu, Japan and Shanghai	Pres. Jefferson	May 20
Suez and Straits and London Parcels	Tydeus	May 20
U.S.A., Honolulu, Japan and Shanghai	Taiyo Maru	May 20
Shanghai and Amoy	Lipian	May 20
Japan and Shanghai	D'Artagnan	May 21
Japan	Kaga Maru	May 21
Straits	Gurna	May 22
Japan and Shanghai	Morda	May 22
U.S.A., Canada, Japan and Shanghai	Pres. Grant	May 22
Straits	Hakone Maru	May 22
Canada, U.S.A., Japan and Shanghai	Emp. of France	May 27
Manila	Pres. Jefferson	May 27
U.S.A., Honolulu, Japan and Shanghai	Pres. Polk	June 1

OUTWARD MAILS.

To	Per	Date and Time
Suifu	Tsang Woo	Sat., May 18, 2.30 p.m.
Manila	Pres. Hayes	Sat., May 18, 5 p.m.
Swatow	Ninghai	Sat., May 18, 5 p.m.
Amoy	King Yuen	Sat., May 18, 5 p.m.
Suifu	Shun Chih	Sat., May 18, 5 p.m.
Swatow and Bangkok	Kwanchow	Sun., May 19, 9 a.m.
Amoy and Formosa via Swatow	Hozan Maru	Sun., May 19, 9 a.m.
Shanghai and Europe via Siberia	Yinchow	Sun., May 19, 9 a.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via San Francisco	President McKinley	Mon., May 20, 11 a.m.
Swatow	Parcels	11.15 a.m.
Swatow, Amoy and Foochow	Registration	11.15 a.m.
Fort Bayard, Hollow, Pakhol and Haiphong	Letters	11.15 a.m.
Salgon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	(Due San Francisco 12th June.)	11.15 a.m.
	Hydrangea	Mon., May 20, Noon
	Halyang	Tues., May 21, Noon
	Tonkin	Tues., May 21, 12.30 p.m.
	D'Artagnan	Tues., May 21, K.P.O.
	Registration	10 a.m.
	Letters	10 a.m.
	G.P.O.	12.45 p.m.
	Registration	1.30 p.m.
	Letters	1.30 p.m.
	(Due Marseilles 22nd June.)	1.30 p.m.
Amoy	Shantung	Tues., May 21, 3 p.m.
Manila	Pres. Jefferson	Tues., May 21, 4.30 p.m.
Swatow	Hopsang	Wed., May 22, 8.30 a.m.
Hollow	Kiungchow	Wed., May 22, 8.30 a.m.
Manila, Australia and New Zealand via Thursday Island	Kaga Maru	Wed., May 22, 8.45 a.m.
	Registration	9.30 a.m.
	Letters	9.30 a.m.
	(Due Thursday Island 3rd June.)	9.30 a.m.
Amoy and Japan	Yuensang	Thurs., May 23, 8.30 a.m.
Sandakan	Mausang	Fri., May 24, 9 a.m.
Swatow, Amoy and Foochow	Hal Ching	Fri., May 24, 9 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Morea	Sat., May 25, K.P.O.
	Parcels	May 23, 4.30 p.m.
	Registration	May 23, 9 a.m.
	Letters	May 23, 10 a.m.
	G.P.O.	May 23, 10 a.m.
	Registration	May 23, 10.30 a.m.
	Letters	May 23, 10.30 a.m.
	(Due Marseilles 22nd June.)	10.30 a.m.
Manila	Pres. Grant	Sat., May 25, 4.30 p.m.
Shanghai and Japan	Hakone Maru	Mon., May 27, 10.30 a.m.

*Correspondence bearing vessel's name only.

doles and outdoor relief more than enough to finance them.

More than that, the gigantic expenditure on unnecessary armaments could be cut down.

Challenge to Premier.

The Prime Minister had said: "Oh, but you are the nincompoop for fourpence man." (Laughter.)

"I am going to give a challenge to the Prime Minister," said Mr. Lloyd George. "He has been ten years in office; I have been seven. I ask him to pick any ten out of my seventeen and compare them with his—(cheers). Any ten—the first, the middle, or the last—Board of Trade, Exchequer, Munitions, Old Age Pensions, the saving of the credit of the nation from a panic at the beginning of the war, the saving of our poor fellows in the trenches from being crushed by the 'superior armaments of a terrible foe, take them all. I am quite willing that any ten years of his should be contrasted with mine from the point of view of hard work, of performance."

"I do not want to say anything which is hard about anybody, but if I am driven to it I must tell the truth. The Prime Minister is quite a clever fellow, quite an agreeable fellow, but however excellent a vehicle may be without a driver it is a lumbering away, meandering nonsense on the road. He is very clever as a passenger, but he is casual as a driver."

"He dozes for long stretches turns round and talks to the passengers, and recharges his pipe. Easy-going is all right if circumstances are easy, but they are not. We have not yet recovered more than four-fifths of our export trade. We have over a million unemployed. We have terrible

scenes of men tramping each other down to get work.

"The honour of the nation is on trial. The heart of the nation is on trial. Let us once more show that the head, the heart, the honour of Britain are as sound as ever." (Loud cheers.)

Mr. Snowden on "L.G.'s."

Audacity.

Mr. Philip Snowden, speaking at Portsmouth last night, said that the Liberal Party had been applied to commander 3,000 miles of Post Office telegraph for the advertisement of Mr. Lloyd George's speech at Manchester.

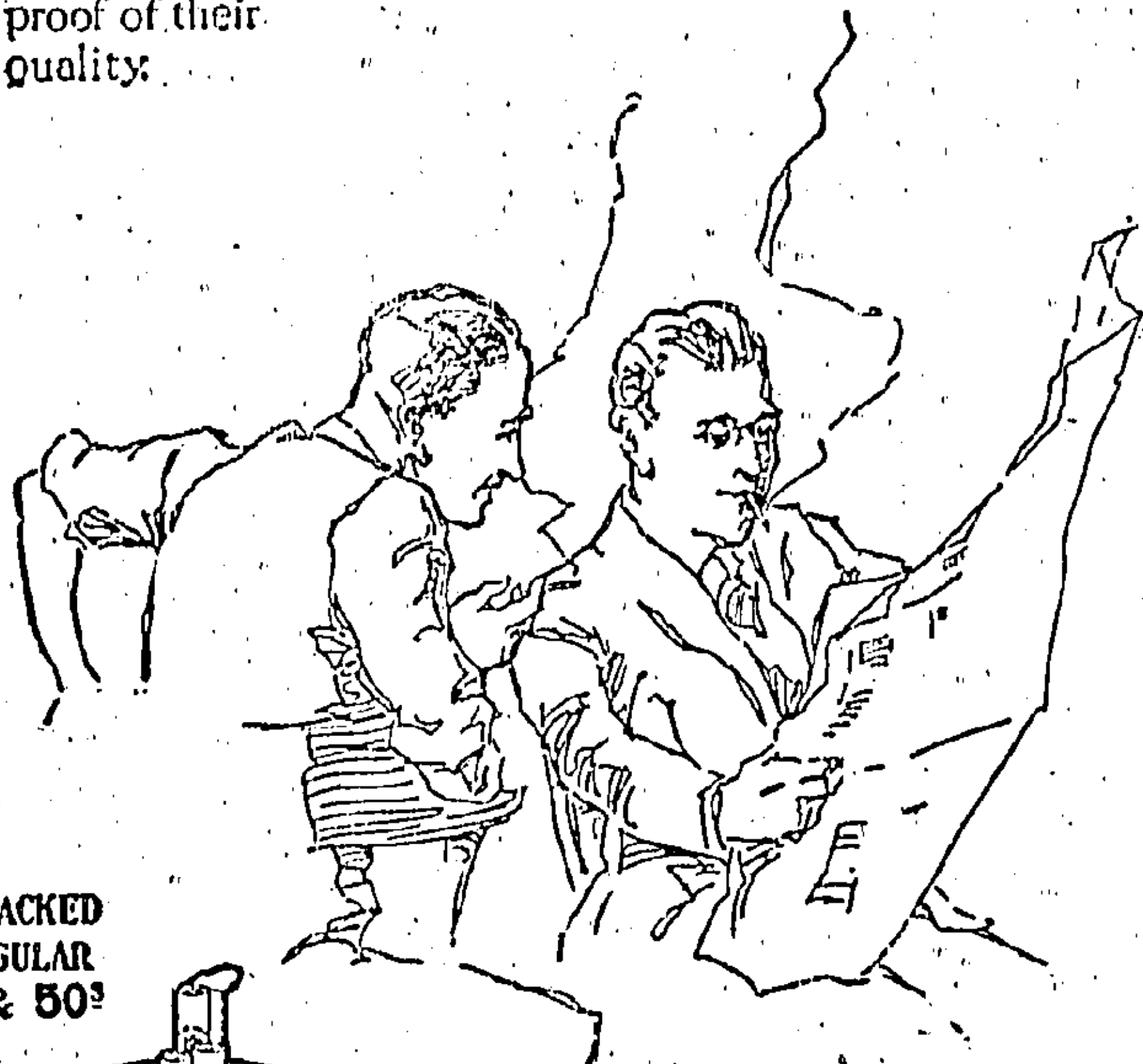
"I do not think," he continued, "there ever has been even a politician who has talked so much nonsense as Sir Herbert Samuel has talked during the last six months. I really must credit him with more intelligence than to believe what he says." He had said the Liberal Party had been running neck and neck with Labour. The result of the election would be "Liberals also run."

"There is no man or woman who believes there is any possibility of the Liberal Party ever again becoming sufficiently strong to be the dominating party in British politics." Mr. Lloyd George does not believe it. "He says the most hollow of lies. He is able to hold the balance of power in the next Parliament."

"There are many things about Mr. Lloyd George I admire, but the chief is his colossal audacity. Nobody but he would ever have had the courage to come forward now and repeat the pledges and speeches he made ten years ago—you will find it all in his election manifesto and speeches of 1918."

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The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

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A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

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INDIA AND BUTLER REPORT.

"AN ACCESSION OF DIGNITY."

Calcutta, April 17. Although somewhat barren in recommendation the Butler Committee's report on the Indian States is regarded as a competent analysis of the existing situation. Its main points should prove acceptable to the Princes.

The most valuable part of the document is the discussion of the doctrine of Paramountcy, and the Princes have secured what they desired in the decided opinion that supreme power should be vested, not in the Government of India, but in an Agent directly representing the Crown.

It is considered satisfactory that the signatories recognise the really grave apprehension of the Princes, and that it would be contrary to historic fitness if they were transferred against their will to a new government responsible to the Legislature of this country.

The Committee's recommendation that the right of intervention—sparingly and cautiously used in the past—should appertain, not to the Governor-General in Council, but to the Viceroy, as Agent of the Crown, is what the Princes desire. The Princes are naturally perturbed at political developments, and anxious concerning the future, and the Calcutta Statesman expresses the opinion that the proposed change would give them a fresh sense of stability and an accession of dignity.

Political Officers. The change would also lead to happier relations between the Princes and British India, for the fundamental cause of suspicion and anxiety will disappear. When clashes of interests appear they can be dealt with by a committee by whose opinion the Viceroy will be guided.

The Statesman adds: "It is quite in keeping with the main position of the Committee to have rejected the suggestion that the Viceroy should have a political member on his Council, as the Princes value direct relations. The proposal that university men might be recruited separately in England for service in the States is alone open to criticism on the ground that India is in many senses a whole."

"It would be unfortunate if men in political work were looked on differently from those working on British India. The difference would provoke comparison, and either the civilian or the soldier would lose prestige in comparison with the political officer. Most probably the latter would lose prestige, but in either case the Government's influence would be weakened."

BOXING TERMS.

JUDGE CORRECTS COUNSEL IN LIBEL CASE.

Leonard Austen Harvey, professionally known as "Len Harvey," the boxer, of Turle-road, Tollington Park, London, was the plaintiff in a libel action commenced before Mr. Justice McCardie and a special jury in the King's Bench Division on April 17.

Harvey contended that he had been libelled in statements relating to a fight which he had at The Ring, Blackfriars, with a Frenchman, named Lenguine, which were published in "Boxing, Racing and Football" for October 2, 1928.

He claimed damages against the publishers of the paper, The Athletic Publications, Limited, of Greville-street E.C., and against the printers, the Globe Rotary Press, Ltd., of Fleet-lane, E.C.

The defendants denied that the words complained of were libellous. Mr. J. D. Cassels, K.C., for Harvey, said that some account of the fight was contained in "Boxing, Racing and Football" under the heading "Two Farical Exhibitions and one Interesting Contest." Passages in the article were:

"If Len is anything like the champion he has been cracked up to be, he would or could have terminated the affair inside a couple of rounds at the outside. . . . Len wasn't even trying to knock his opponent out."

"To our mind 'the madam' was too palpable."

Mr. Cassels said that according to his instructions, the word "madam" meant nothing more or less than shame.

Answering Mr. Martin O'Connor, his junior counsel, Harvey said: "If I had found it possible to knock Lenguine out in the first round I should have done so."

Do you know what "pulling a punch means?"—I should imagine it means that when you see an opportunity of striking your opponent a hard blow you don't do so.

Mr. Justice McCardie—No, no, it means more than that. It really means that you hit out without following through.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout & Skin Diseases, No. 3 for Chronic Weaknesses. SOLD EVERYWHERE. PRICE 1/6 PER PACKET. PREPARED BY THE FRENCH MEDICAL SOCIETY, 10, RUE DE LA PAIX, PARIS. TRADE MARK: A GLOBE WITH A CROSS. THERAPION IS A GLOBE. GOVT. STAMP APPLIED TO GENUINE PACKETS.

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Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton

OTHER BUILDINGS

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Mountain Lodge
Pallonee House, Canton
Stubb's Road Garage
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All systems are designed by experts thoroughly acquainted with local conditions and requirements.

SECONDLY.

All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

THIRDLY.

We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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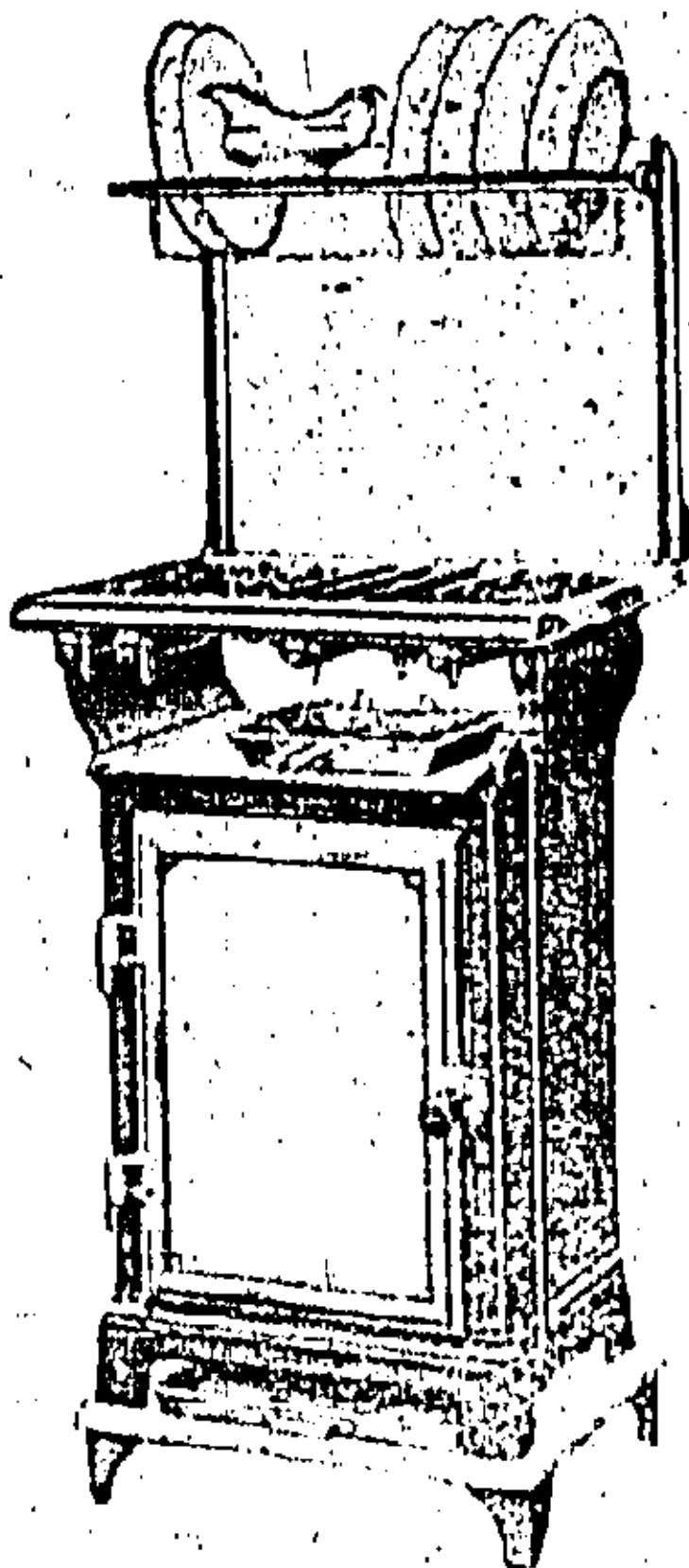
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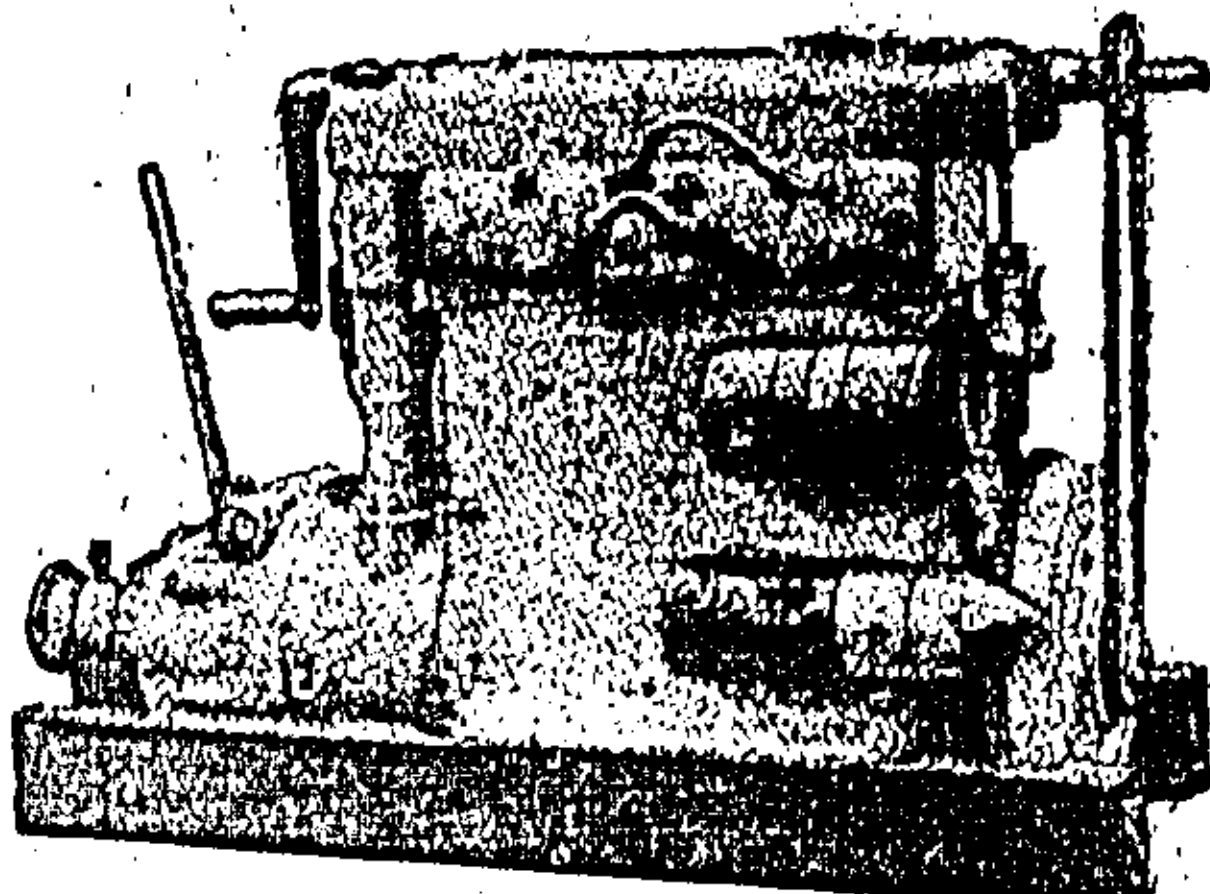
West Point & Jordan Road, Kowloon
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HYDE PARK PERILS.

YARD CHIEFS WIN LIBEL ACTION.

TWO £100 AWARDS.

London, Apr. 17.

The libel actions brought in the King's Bench Division by Sir Wyndham Childs, the former chief of the Special Branch at Scotland Yard, and Sir William Horwood, the former Commissioner of the Metropolitan Police, against the *New Statesman* ended yesterday, with the award of £100 to each of the plaintiffs.

The actions arose out of an article in the *New Statesman* on October 13 referring to the Lee Commission on Police Powers and Procedure. The article contained the following passage:

"Such an inquiry might be of great value if it put an end to the Horwood-Childs-Bodkin methods—an end, that is to say, to the Hyde Park scandals, to the creation of crime where there is no crime, and to the attempted enforcement by the police of moral standards which have nothing whatever to do with the preservation of public order."

Evidence was given yesterday by Sir Archibald Bodkin, Director of Public Prosecutions since July, 1920. He said that he had nothing to do with administration of Scotland Yard, nor had he anything to do with the enforcement of the regulations concerning public order in Hyde Park, "save in one exceptional case, on the express instructions of the Secretary of State."

"Not to Patrol the Grass."

Chief Inspector Duncan, of Hyde Park, said that only two of the sixty constables did duty in plain clothes. Instructions were given to them not to patrol the grass. The constables were not told to look about for acts of indecency.

Cross-examined by Sir Patrick Hastings, K.C., for the Editor of the *New Statesman*, Inspector Duncan did not agree that it was dangerous for respectable men and women to be in the park after dark.

Sir Patrick—Assuming you had a daughter of 19 years of age, would you object to her walking with a young or old man in the park after dark?

Inspector Duncan—If the man was respectable, I should not object.

"Would you be willing to sit down with a lady in the park?" asked Sir Patrick.

"I would, and I often do," replied the Inspector.

Sir Patrick—I suppose your plain clothes men know you quite well by sight?—Yes, certainly. (Laughter.)

He did not agree that people might do what they liked out of sight of the paths, but admitted that the employment of plain clothes men afforded an opportunity to blackmailers to pose as policemen.

Asked what his instructions to the constables were, the Inspector replied: "Not to arrest couples merely because they are lying in a disgusting position, but when some specific act of indecency, which must of necessity offend any decent-minded person, takes place."

Addressing the jury, Sir Patrick Hastings said that the *New Statesman* article was the culmination of a quite carefully-written campaign against a system which allowed regulations in Hyde Park to be used in such a way as to give rise to what they must all agree was really a lamentable state of affairs.

Every member of the jury, he said, must have made up his or her mind whether it was safe to sit in Hyde Park at night time. "Would any one of you like your grown-up daughter," asked Sir Patrick of the jury—composed of ten men and two women—"to sit at eleven o'clock at night in Hyde Park with a friend?"

"Undying Courage."

"You may have that undying courage which is characteristic of Inspector Duncan, or the modified heroism of Sir William Horwood, who would walk, but not sit, in the park, but it is no good anyone telling me that you have not got your own view as to whether Hyde Park is a safe place at night time."

"There are thousands of domestic servants and young men living in apartments," added Sir Patrick, "who have nowhere to go at night, and it is a scandal beyond bearing that Hyde Park should be a place to which no respectable domestic servant should go with her young man without being warned of the grave risk they run. That is a matter of common knowledge to all of us and is intolerable."

"Who is responsible for the methods that make a plain clothes man the arbler as to how far a young couple should go in their love affairs? I call plain clothes men spies, and blackmail hangs over the head of every citizen who goes to Hyde Park at night."

In the opinion of the *New*

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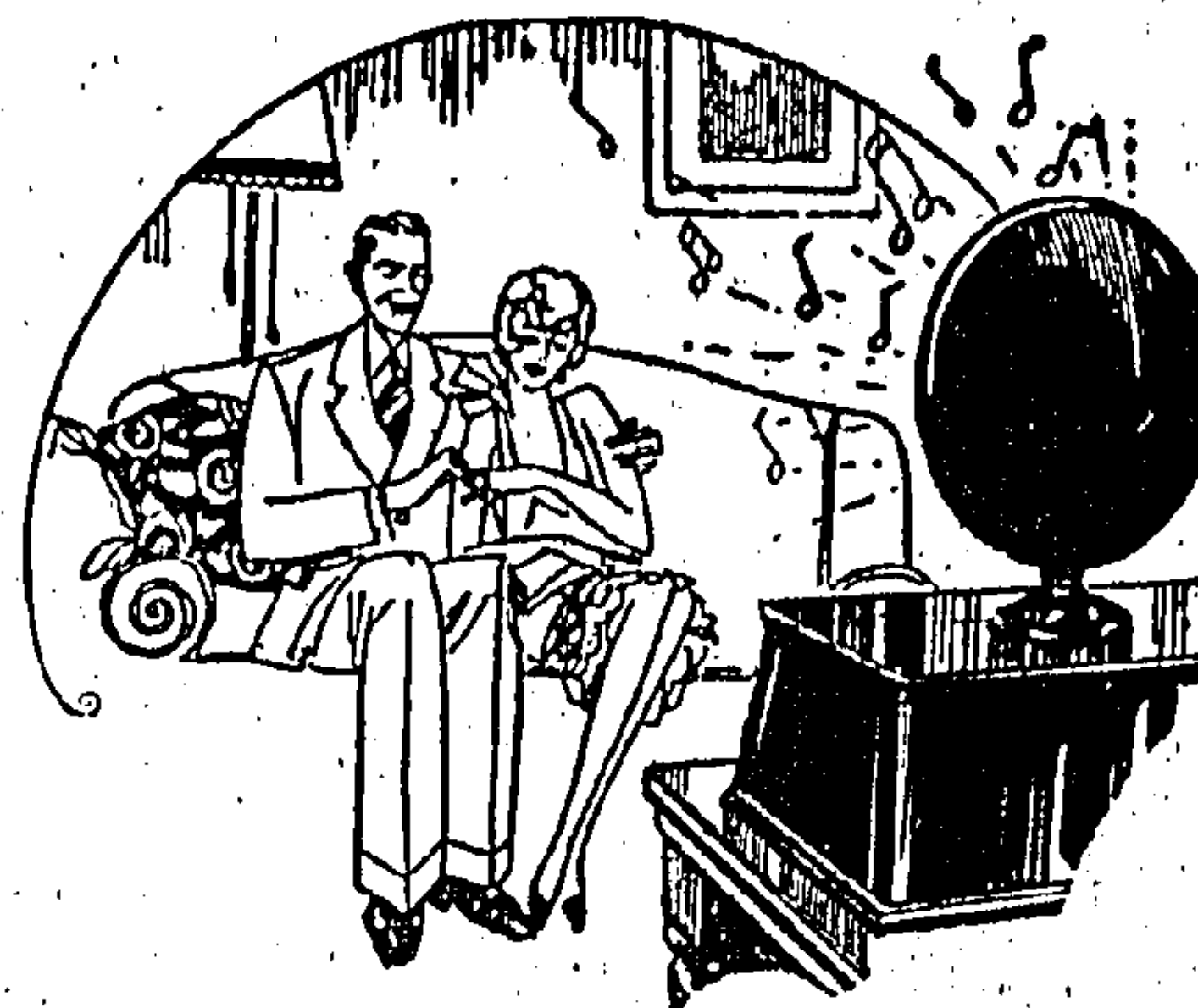
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Statesman, he added, it was all wrong that plain clothes men should be allowed to creep up behind seats on which couples were seated.

Mr. Norman Birkett, K.C., for the plaintiffs, addressing the jury, suggested that the clear meaning of the words in the newspaper article was that the police were experts in the manufacture of false evidence.

Sensational Cases. "You must have police supervision in Hyde Park," Mr. Justice Horridge told the jury in his summing-up. "You cannot allow anything people might like to do to take place. Can you say, because there have been three sensational cases in which there was acquittal of the persons accused, that the plaintiffs had attempted to enforce a

standard of public morals which had nothing to do with the preservation of public order?" The jury found that the words in the article in the *New Statesman* were defamatory, and, as stated, awarded £100 to Sir Wyndham Childs and £100 to Sir William Horwood. Judgment was entered accordingly, the question of costs being left to the Taxing Master.

Dewar's

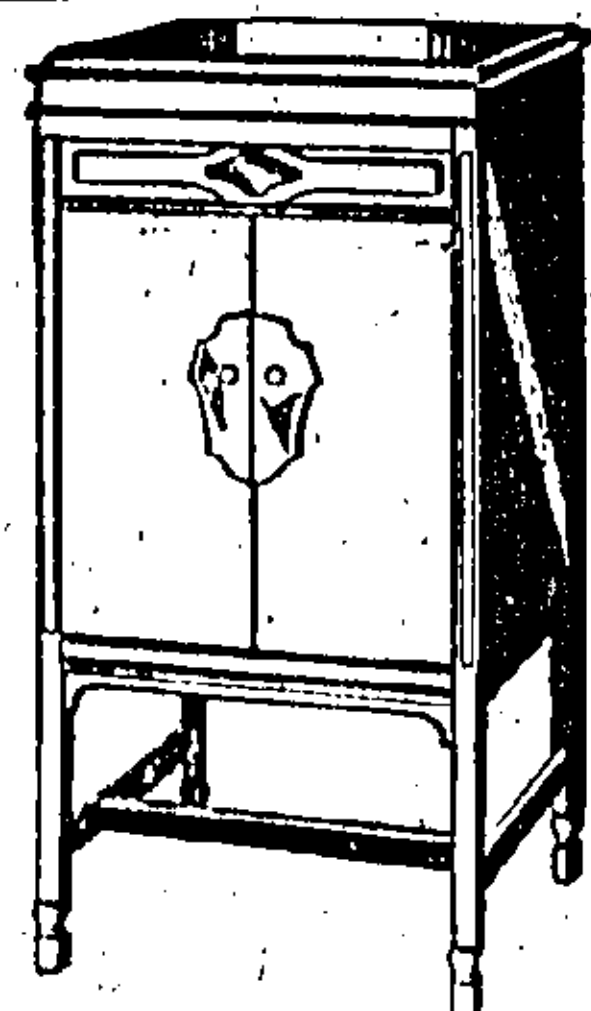
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The Hongkong Telegraph.

SATURDAY MAY 18, 1929

A POLITICAL WRANGLE.

It is evident that quite a flutter is being caused in political circles at Home in connexion with the issuing of a Government White Paper answering the Liberal plans for dealing with the unemployment problem. In that document, several of the Cabinet Ministers criticised the proposals, and, were that the whole story, the attacks since made on the Government by the Liberal and Labour leaders are quite understandable. However, it now seems that the Liberals rather asked for trouble, as, according to Home papers to hand, they were the first to drag the Civil Service into the matter, as we shall show later. But the publication of the White Paper is not so serious a matter; to our way of thinking, as the allegation by Mr. Ramsay MacDonald that members of the Civil Service have been enlisted to supplement the Tory Headquarters staff. So far, we have seen no answer to that indictment, which, if true, places the Conservative Government in a very awkward and undesirable position.

It would appear that the matter first came into notice last month by a statement in the *Daily News*, Mr. Lloyd George's organ, that the Liberal scheme for conquering unemployment had been examined by departmental officials, who reported it to be "flawless." So far from that being the case, a Conservative paper immediately declared that the whole scheme was "torn to bits" by the experts who were consulted. Later, the matter was brought up in Parliament, when the Minister of Labour asserted that expert advice had more than confirmed the Government's profound disbelief in the scheme. If the matter had rested there, all would have been well, but the Government, in its anxiety, no doubt, to remove any false impressions on the subject, decided to shatter the Liberal pretensions through the medium of an official document. Despite the provocation, we still think this was an error in tactics. Mr. Baldwin says there will be no question of public money being squandered on this document, since the sales have already exceeded the cost of production. That, however, is not the point—the criticism which he has failed to answer is that a Government White Paper should be utilised for electioneering purposes, which is really what this amounts to. Mr. Baldwin accuses the Liberals of acting unconstitutionally and of misrepresenting the

Civil Service, but it seems to us that he would have been wiser as a political leader if he made his reply through the usual medium of Party literature.

Civil Servants are supposed to have no Party political views, or, at least, to keep them to themselves. They are the servants of the State, whichever Party happens to be in power, and it is well that they should be kept strictly outside these political wrangles. If there had been misrepresentations in the Liberal Press in regard to the views of Government experts, these could have been disposed of by a categorical statement in Parliament. As to the merits of Mr. Lloyd George's scheme, that is quite another issue, and we cannot see why the Government should have gone out of its way to debate them in an official document. Such a matter is best left to the Party Headquarters.

Sir A. G. M. Fletcher.

Sir Arthur Murchison Fletcher, the Colonial Secretary of Ceylon since 1926, and, for many years immediately before, Assistant Colonial Secretary of Hongkong, has been appointed Governor of Fiji. This unusually rapid promotion, which may be attributed to a resourceful personality and sheer hard work, will be received with cordial prepossessions by the large body of the public of Hongkong for very special reasons. There has always been a strong impression abroad, known to be entertained in official circles, that Sir Arthur is destined to return to this Colony as its Governor, and significance is lent to the present appointment by the fact that Fiji proved to be the stepping-off place for Sir Henry May's advance to the executive position here. Wincacres have had Sir Arthur Fletcher's name on their lips for some time past in discussions of our future Governor, and it would seem probable, if predictions have any foundation in fact, and the Fiji "test" is passed, that the close of Sir Cecil Clementi's term of office may see these prophecies fulfilled. In this event, it may be said that none of his predecessors, with the possible exception of Sir Cecil and Sir Henry May, will have entered upon that responsibility with deeper preparation. The greater part of his year. The regiment was publicly thanked for this service by the Governor of Hongkong, and medals were awarded to the officers and men who carried out the work. Colonel Robinson subsequently commanded the Welsh Border Volunteer Infantry Brigade, retiring in 1903.

EXCHANGE RATES.

	London, May 17.
Paris	124.15
Brussels	34.83
Amsterdam	12.06
Berlin	20.40
Copenhagen	18.20
Vienna	34.55
Moscow	102.2
Lisbon	108.4
Bucharest	81.8
Buenos Aires	47.10
Shanghai	27.20/32
Yokohama	110.6/32
New York	4.55 1/16
Genoa	25.18
Milan	92.85
Stockholm	18.05
Oslo	16.20
Prague	34.08
Athens	37.5
Rio	6.57/64
Bombay	1/6.20/32
Hongkong	1/11
Silver (spot and forward)	25 1/2

Among passengers leaving London on the s.s. Rajputana for Hongkong on April 19 were Lt. J. D. Ainger, Mr. and Mrs. G. S. Archbutt, Mr. R. C. Beaumont, Mr. K. M. L. Corvan, Surg.-Lt. G. C. Craik, Mr. and Mrs. W. G. Droher, Miss K. P. Fay, Miss E. F. Greenhill, W/O. L. and Mrs. Gilmartin, Mr. and Mrs. J. C. Gomersall, Mr. and Mrs. T. E. Hickey, Dr. R. J. Jenkins, Mr. and Mrs. L. B. Jackson, Mr. E. Matthews, Miss D. V. Mann, Mr. A. Mallinson, Mr. and Mrs. J. C. Oswald, Capt. L. F. Potter, Mr. C. E. Peacock, Mr. J. W. Riddoch, Mr. L. E. Schill, Mr. H. C. Whittall, Mrs. K. A. V. Wilkins, Mr. and Mrs. J. D. Wilson, Miss Wilson.

DAY BY DAY.

EVERY FAILURE IS A STEP TO SUCCESS; EVERY DETECTION OF WHAT IS FALSE DIRECTS US TOWARDS WHAT IS TRUE; EVERY TRIAL EXHAUSTS SOME TEMPTING FORM OF ERROR.—*Whewell.*

Paymr. Cadet M. P. Martin has been appointed to H.M.S. Kent.

The name of Mr. S. D. Iveson has been added to the List of Authorised Architects.

The Peak Tramways Co., Ltd., advertised that no late cars will run after one o'clock on the night of Sunday, May 19.

It is notified that Mr. W. G. Carrie resumed duty as Head of the Sanitary Department and Registrar of Births and Deaths on 13th inst.

His Excellency the Governor has appointed Mr. Benjamin Wylie to be a Member of the Board of Education for a further period of two years.

Crossing in front of a motor-lorry, a young Chinese was knocked down in Murray Road yesterday, and received injuries from which he died shortly after admission into the Government Civil Hospital.

It is notified that, at the expiration of three months, the Hongkong Motor Transportation Co., Ltd., and the A.G. Waller Co., Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Tenders are being invited for repairs to the Kowloon City Wall. The work comprises the rebuilding of those portions of collapsed wall, constructing necessary channels, repointing of wall, together with any other contingent work.

The Chartered Bank has received the following telegram from its Head Office in London:—"Shell Transport & Trading Co. Ltd. declared a dividend at the rate of 38/- per share free of income tax payable 5th July. Bearer coupon to be presented No. 54."

Colonel Francis Wingfield Robinson died recently at Shrewsbury at the age of 83. While in Hongkong in 1894 he organised a force of volunteers to disinfest native houses during the great bubonic plague epidemic of that year. The regiment was publicly thanked for this service by the Governor of Hongkong, and medals were awarded to the officers and men who carried out the work. Colonel Robinson subsequently commanded the Welsh Border Volunteer Infantry Brigade, retiring in 1903.

BRIDGE MADE EASY by W.W. Wentworth

Defensive Bids—2.

When you and your partner do not possess sufficient strength for game, you cannot perform miracles. You cannot do the impossible and change the spots on the cards. If chance has given the high cards to your opponents, your skill in playing or deception in bidding cannot capture those high cards for you.

If you hold 1 1/2 quick tricks properly distributed you are justified in bidding to the limit of yours and your partner's combined hands. Having bid to the limit, whether or not you should overbid will depend upon the state of the score.

If you require more than normal assistance from your partner to make game and you have a setting hand, do not overbid. Collect penalties instead of paying them.

A defensive suit bid of two may be made on a hand strong enough for an original bid. A defensive bid of one shows four probable tricks. A defensive bid of two shows five probable tricks.

You may bid one of a suit on the same strength required for an original four-card suit bid. To bid two in a four-card suit requires great strength, such as A K Q K in the suit, or any four honours, with one outside quick trick.

To bid a no trump after a suit bid by opponent, you should hold two stops in opponent's suit, and total hand should be as good as an original no trump with three suits stopped.

To bid a no trump after a suit bid by opponent, when you hold only one stop in opponent's suit, your total hand should be worth more than three quick-tricks with three suits stopped.

AN ISLAND FOR ONE.

Need of Isolation From Turmoil.

Daniel Defoe was one of those unconscious men of genius who write poetry without knowing it and without intending any such thing. How could he have guessed, indeed, that his plain pedestrian imaginings, which he strove first and last to make plausible and convincing rather than romantic, were warmed by Prometheus fire? A hoser, a brickmaker, a business man, a reporter, a political spy—all those he was in his crowded and mysterious career, but a poet never—or so he would have thought and said. Even in his masterpiece, that superb book which still holds the elders from the chimney corner and children from their play, he seems quite unaware of any poetic intention; so far as he knows he is merely trying to show how a resourceful Englishman would act if thrown entirely upon his own resources on a remote desert island.

But poetry is woven into the very fabric of "Robinson Crusoe." There is solitude complete and protracted, the soliloquy of thought thrown back upon itself, self-questioning and self-conquest, the dignity and the solemn beauty of loneliness. Here is a man confronted by the wild, and facing it manfully. Here is a single spark of human fire struggling to maintain itself against the powers of the air, of the sea, of the desert; and that spark does not go out. Most important of all, here is an island inhabited by one man.

The effect of Defoe's prose-poem would be different and less if its action were set among inaccessible mountains of the mainland or, let us say, on some oasis of the Sahara. Crusoe would have been quite as lonely in these places as he was ringed round by the Pacific, but the picture of his solitude would have been far less impressive to the imagination.

Partly the reason is that his island is symbolic and typifies his situation—namely, the situation of all of us, for we are all island dwellers—and partly the reason may be that there is something intrinsically though vaguely romantic about islands. If you put a man like Robinson Crusoe alone in Central Africa, he simply walks back home, as Defoe's own Captain Singleton did, and this is merely an exhibition of common sense; but if you set him down in a desert island of the Pacific without a boat, then, in spite of common sense, poetry is sure to result.

For one thing, that man will have to think, perhaps for the first time in all his days, and his thought will describe wider and wider concentric circles until it passes the bounds of logic and becomes poetical. For another thing, that man will have to entertain himself, and no one can do this with facts and logic and common sense alone; he must make large demands upon imagination. An island that one cannot get off of and that cannot be got on to from the outer world will make a poet sooner or later of anyone. Robinson Crusoe, it seems to us, was a fortunate man.

Of course, he did not fully realize his good fortune. How could he? There was no telephone in his father's house to put him at the beck and call of his whole city; the mail system of his day was charmingly inefficient and irregular; the clutter and haste and meaningless uproar of the world were not brought to his breakfast table every morning by the daily newspaper. Perhaps, therefore, he had never felt, as every thoughtful person in our time must feel, the imperative need of quiet, of peace, of simplification.

It may well be that during those long peaceful years of his listening to the rhythmic plunge and recoil of waves along the shore he never once thought with gratitude of all the noise this clamour shut away; but we must think of it, and it is partly this thought that makes the narrative of his adventure poetic to us. We put ourselves in the place of Robinson Crusoe, finding our companions among the sea gulls and the journeying clouds and the congregations of the waves.

One does not need a large island such as Crusoe's; nor need it be surrounded by the sea. Twenty square feet of bare rock will suffice for the foundation of a hermitage and a hundred yards of open water are enough, properly managed, to maintain seclusion. The islander should own the only available boat in the neighbourhood, and this he should pull up high and dry when he is not using it so that all those who wish to visit him will have to swim. He does well to arrange with the local postmaster to have all his letters forwarded to some other address, and obviously he will have no telephone. He should forget the existence of radio sets, newspapers and magazines, and two or three books should be enough.

Of course, one is well aware that this exercise or pastime or adventure of thinking is now regarded as quite out of date. Most of those who have tried it at all have got into difficulties almost at once and have reported that there is nothing in it, or at any rate not enough to compensate for the unaccustomed effort. But this unfavourable report is perhaps due to the fact that they have not persisted long enough, or that they have tried to think with all the old obstacles to thinking—telephones and automobiles and books and radio sets—still about them. What we need in order to popularize thought is more islands, or, rather, we need to use those we have.

By a conservative calculation, there are still enough islands in North America to accommodate all the thinkers, incipient as well as advanced, that the continent now maintains, and perhaps there would be a few left over for those who feel that they might like to think if they were given a chance. To begin with, there are the Thousand Islands of the St. Lawrence and all the little rocky perches in Lake Superior and Lake Michigan. Each of these should have its hermit properly housed and insulated, and when they are used up there will still be all the islands of the Mississippi and those of the lesser lakes. If our natural resources prove insufficient, we might well construct artificial islands at the national expense. They would be an excellent investment.

This suggestion will seem grotesque to some and ridiculous to others, as all proposals for radical departures are likely to seem. To most people, no doubt, islands especially when they are very small and rocky—are only so many wasted spaces of no account whatever in estimating the national wealth. But there is a crop, and that a valuable one, which can be grown on little rocky islands more advantageously than in any other place. This is the crop of thought. Properly used, our islands might be made to contribute as much to the total welfare of the country as the vast rich prairies now do, or the wealth of all our mines. It is true that they would require an intensive cultivation, and that no such hasty scratching of the surface as we are accustomed to in our agriculture will serve the turn; but one soon learns on a little rocky island to be thorough, courageous, patient and to think things through to a conclusion.

An island took Robinson Crusoe, who never amounted to much before and probably never would have done so without such tuition, and made him self-reliant, vigorous, resourceful, even wise. Islands can do this still for those who trust them entirely. The sort of wisdom that can be produced only on great continents where multitudes of people work and think as units is, of course, indispensable, but of this kind we already have a great deal.

What we need now—and what America needs perhaps as much as any country on earth—is the wisdom that comes only in the stillness of thought, in isolation from the turmoil of the day. A few persons in every period must escape from the times into the eternities, sending back word to us of what they learn there. An island provides one of the best points of departure for such a journey. It does not remind one of contemporary affairs. It is ancient and young at the same time. Sunrise and sunset are the chief events of every day. Rocks and blue sky and the surrounding waves are one's company, stern but strong and greatly comforting. All this is implied in the unconscious poetry of Robinson Crusoe. —O. S. in the *Christian Science Monitor*.

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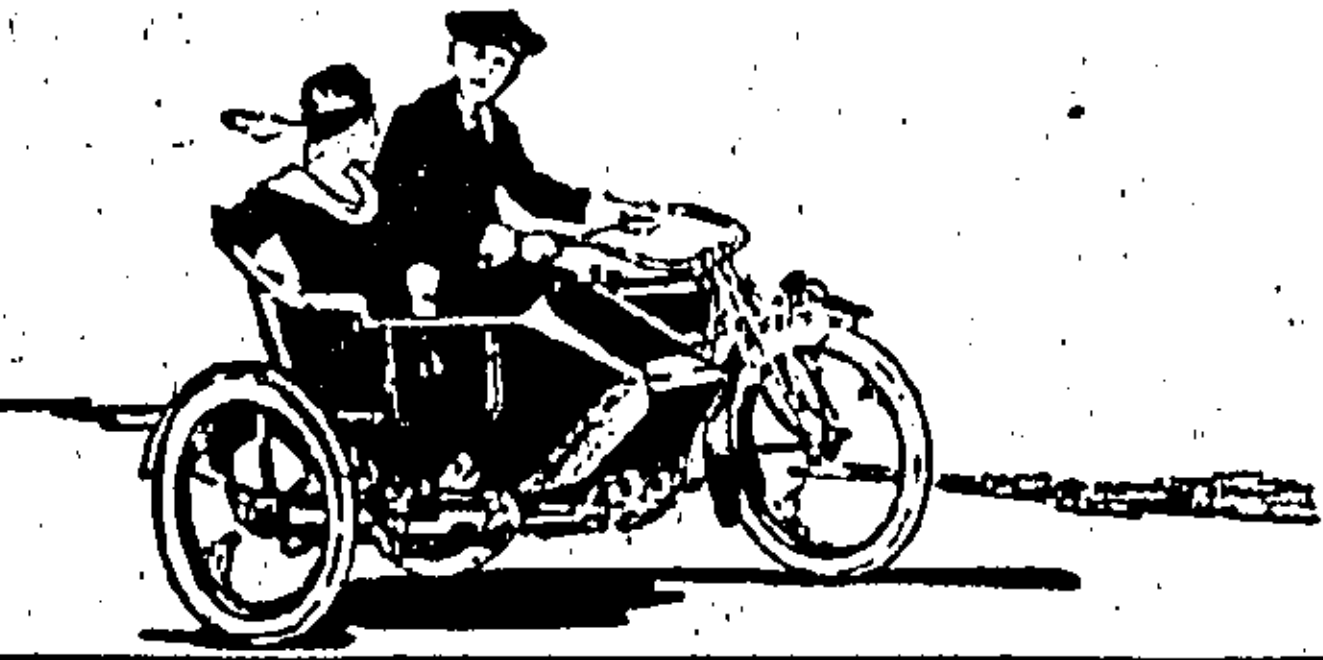
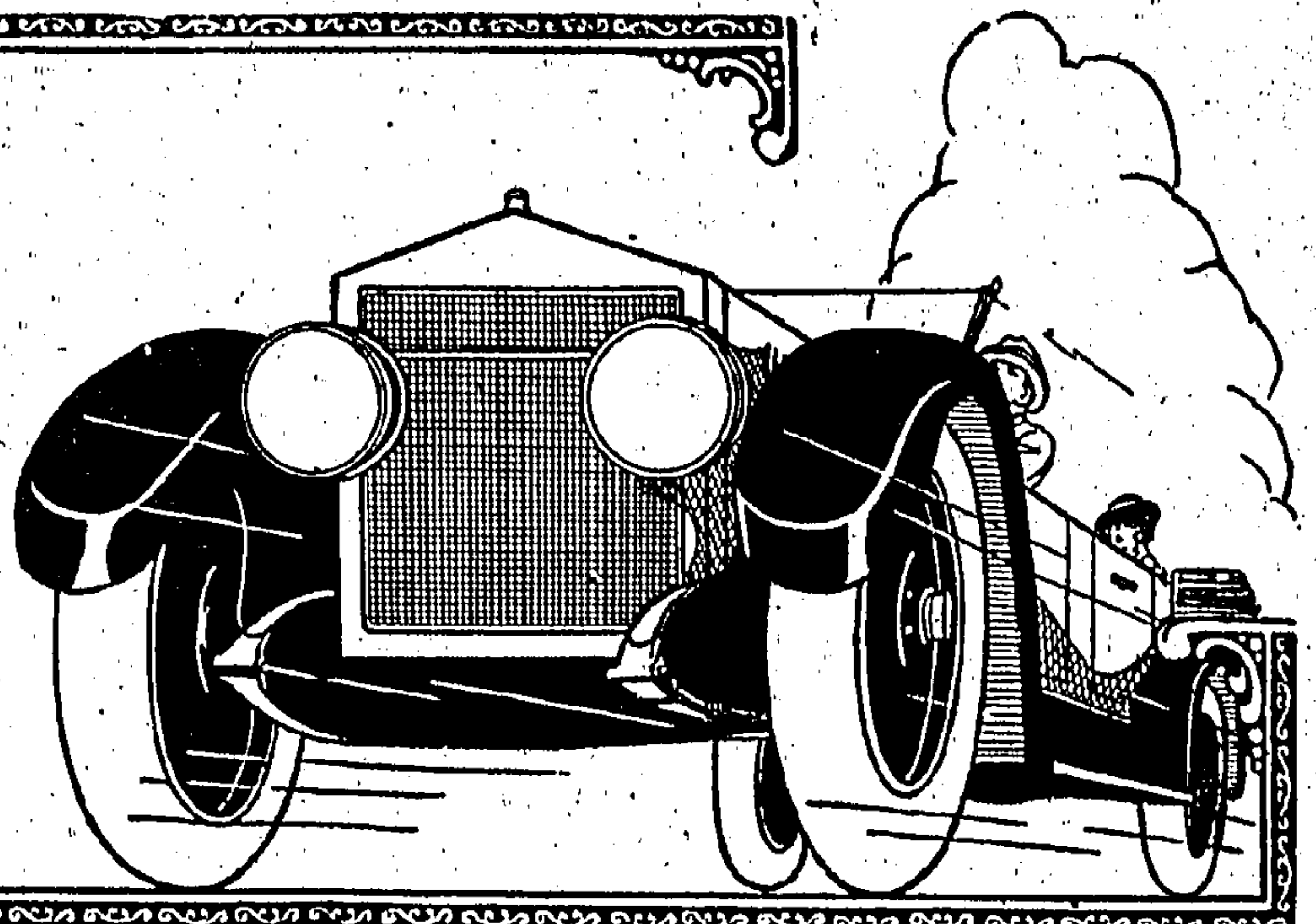
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The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths: Plague, Alexandria 1, Port Said 1 (1), Baghdad 5 (2), Basra 2 (1), Bombay (1), Rangoon (1), Colombo 2 (2), Bangkok (1), Phnom Penh 1 (1); Cholera, Basra 1 (23), Calcutta (174), Bombay (1), Mouleim (2), Rangoon (2), Bangkok 66 (84), Phnom Penh 5 (4), Saigon 17 (15); Smallpox, Aden 8 (3), Basrah 2 (1), Bombay 54 (80), Calcutta 11 (10), Karachi 23 (15), Madras 60 (14), Mouleim 2 (2), Nagapattam 1 (1), Rangoon 1, Vizagapatam 1 (1), Pondicherry (1), Balikpapan (1), Macassar 16 (3), Belawan Del 1 (1), Haiphong 2, Phnom Penh 6 (4), Macao (2), Shanghai (8), Swatow (19). Thirty-four deaths from cerebro-spinal meningitis were reported from Shanghai and ten from Tientsin.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 18th MAY, 1929.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Excessive Taxing.

There are so many different aspects of the recent suggestion to impose a tax on horse-power as well as on petrol consumption, that we make no excuse for again referring to the matter. One of the reasons put forward locally for increased taxation of motor vehicles is that Hongkong should adopt the same basis as that in force in Great Britain. We cannot imagine a more illogical argument. The British Isles probably rank to-day as the highest taxed country in the world, a truly unfortunate position solely due to the tremendous financial burden imposed by the Great War. To suggest that Hongkong should emulate an example which circumstances have created is both unfair and unjustified. Conditions here are totally different, and there is no reason why we should desire to share the inevitable distinction which the Homeland is forced to bear.

The Injustice.

Quite apart from the peculiar needs of the economic situation at Home, the vast body of motorists there have already lodged the most vigorous protests against the imposition of excessive taxation. As recently as March 21st, a petition was sent to every Member of the House of Commons by the Automobile Association protesting in the most emphatic language against the burden imposed on all users of motor vehicles. The following extracts are of interest:—

"Motor transport is to-day a matter of prime importance, and the present serious position, resulting from over taxation of motor vehicles, is one which should be considered upon a plane entirely removed from Party Politics."

"Equity to the individual taxpayer should surely be one of the main principles of taxation, but in the case of motor vehicles the vicious policy of saddling them with various taxation burdens for purposes designed to benefit the country as a whole has created a position of grave injustice to every motor owner."

Doubly Taxed.

Another point which has been pressed is that as ordinary taxpayers, motorists first pay their contributions to the general revenue of the country, and then, by reason of the ownership of a motor vehicle, contribute substantial sums for road costs. The thousands of communications which the parent body of the A. A. has received from all over the British Isles leave no doubt as to the feeling of resentment which this intolerable position has created among those who, merely because they own motor vehicles, have been deliberately singled out to bear burdens which are for the common weal, and, therefore, should have been spread over the whole community.

Not Luxury Vehicles.

Another extract from the petition in question states:—

"It is difficult to conceive the grounds upon which this policy of excessively taxing one section of the community could be justified. The time when it could rightly be said that motor cars were luxury vehicles has long since passed. The rapid development of the small car and motor cycle has resulted in the vast majority of motor vehicles being owned by persons of moderate means, and their use of these vehicles is mainly that of utility. They are a class which certainly should not have been specially selected to bear taxation burdens out of all proportion to their position in everyday life."

Proof Positive.

That the heavy taxation has had a serious effect on sales of motor vehicles in Great Britain is clearly indicated by the following:—

"If anything were needed to emphasise the serious situation which has arisen and its effect on the progress of motor transport, it is to be found in the licensing returns of motor vehicles for last year, during the period following the Petrol Tax (additional to the H.P. tax) imposed by the last Budget. With unusually good weather conditions prevailing, the number of motor vehicles licensed during that period was actually less than in the same period for the preceding year. Previous years had shown successive increases. It is submitted that this substantially indicates the grave effect of the over-taxation of motor vehicles."

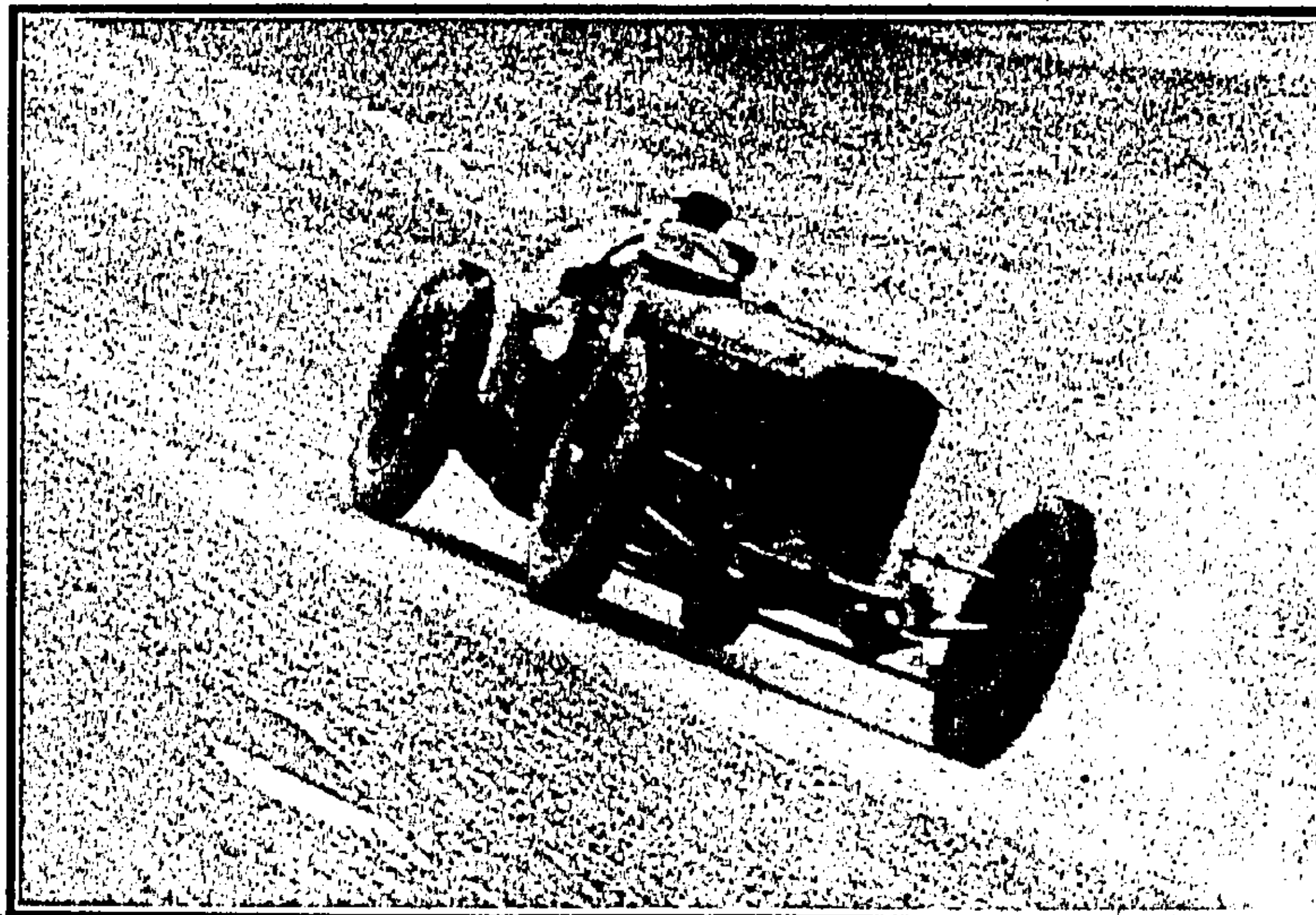
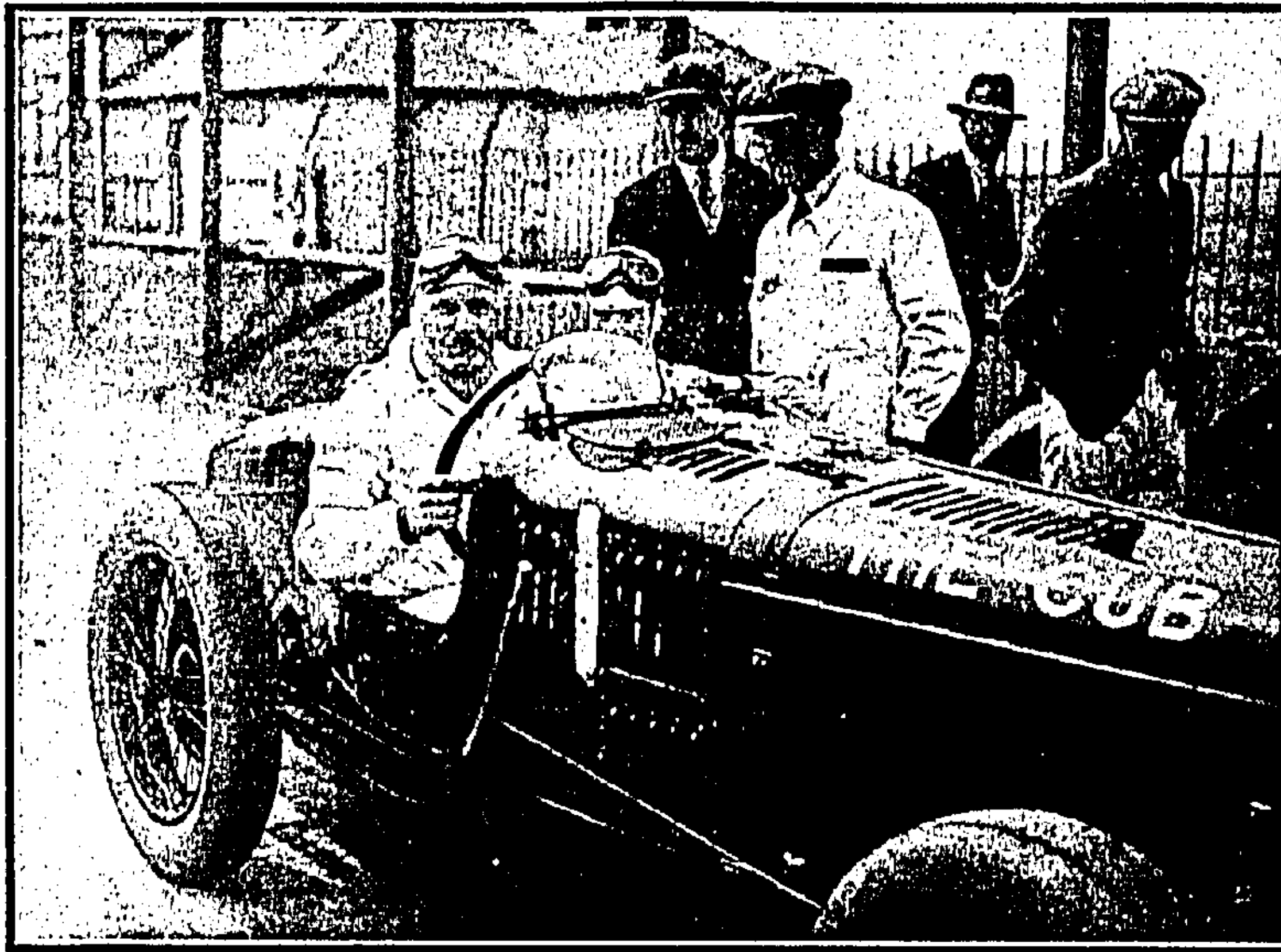
Very Doubtful.

The extracts given above, coming as they do from the influential organisation which so closely studies the question of motoring, are most enlightening. It must be admitted that motorists in the British Isles are victims of decidedly unfair taxation which has not only affected them very seriously, but also affected one of the country's most important industries. To suggest that Hongkong motorists should receive similar treatment is extremely harsh, and there is not the slightest justification for imposing such a burden. The case for the local motorists has been so clearly emphasised in the Colony, that it is extremely improbable that the Government will adopt the recommendations. Numbers of people have expressed a very definite opinion on the question, and the unanimity of that opinion must carry very great weight when the matter comes up for final decision.

Official View.

Since the above notes were written, the Government has replied to the Hon. Mr. J. P.

FAMOUS BRITISH MOTORIST AT BROOKLANDS.



Mr. Kaye Don, the well-known racing motorist before the start of the run in which he broke the 200 kilometres and the 200 miles records at Brooklands recently. His speeds were 115-25 and 115-80 m.p.h. The lower picture shows him at top speed in his 6-cylinder car, the "Cub."

Braga's questions. It is interesting to note that it is not proposed to proceed immediately with legislation for the introduction of motor car taxation, as recommended by the Committee. It is to be expected that, following representations which will be made by the H.K.A.A. and other interested parties, the horse-power proposals will be abandoned.

Local Parking.

Some local motorists who have been in the habit of leaving their cars in Pedder Street for the greater part of the day, have recently received notices from the Traffic Department pointing out that vehicles may not be left unattended in that thoroughfare. While we presume that the intention is to prevent certain cars from monopolising valuable parking space daily, the suggestion that a car may remain for an indefinite period if somebody can be induced to sit in it for hours on end, is not calculated to establish the most practical solution to the problem. Pedder Street between Des Voeux Road and Queen's Road is a most important traffic artery, and a particularly convenient parking place, and it must be granted that it is hardly fair for some motorists to occupy space for long periods, thus preventing other cars from taking up positions for short periods. In other parts of the world, it has been found necessary to limit the time for any car to park on certain stands, and it seems that some such system is needed for Pedder Street.

H.P. TAX BAD.

Should be Reduced
At Home.

RESTRICTS TRADE.

The energetic manner in which Henry Ford and General Motors are going after European automobile business is proving helpful to foreign sales of all American cars, according to H. H. Franklin, president of the Franklin Automobile Company of Syracuse, New York who recently returned from a ten week's trip.

"By establishing European factories and building up strong dealer organizations, the Ford and the General Motors companies are causing European car buyers to look with favour on all motor products from the United States," said Mr. Franklin. "No longer are automobiles the vehicles of only the rich. Many middle-class families are beginning to buy, and setting up a desire for a car in their neighbours' minds. Until recently, automobile show rooms in European cities were usually to be found on the low-rent back streets. Now motor rows, like American motor rows, are being developed in the prominent retail shopping districts of European cities."

"With the widening of the desire for automobiles among the masses of population, the European motorists are feeling the urge for more power, more speed, and greater roominess. The European-built automobiles of popular price are characteristic-

GOODYEAR CO.

Not Entering into
Merger.

Rumours that the Goodyear Tyre and Rubber Co. would merge shortly with other large American rubber companies were emphatically denied recently by Mr. J. W. Moss, Special Representative of The Goodyear Tyre & Rubber Export Co.

Mr. Moss said recent cable dispatches from America, which carried reports of merger negotiations of the Goodyear interests with two other large American tyre manufacturers, were unfounded and not true.

In confirmation of this, Mr. Moss quoted a message from P. W. Litchfield, president of Goodyear, in which the latter declared "No merger of rubber companies to which Goodyear would be party is in contemplation and no discussions of such merger by officials of this company are going on, various rumours to the contrary notwithstanding."

ly low-powered and small, presumably because of the heavy taxes on horsepower. As American motor car standards are becoming impressed on the European mind, one hears a growing public sentiment for reduction of the restrictive horse-power taxes. Seeing, it will be only a question of a short time until these horse-power taxes will either be reduced or eliminated."

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500 c. c. Single

THE FAMOUS

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THE SUPER

1,000 c. c. Big Twin

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(Opposite The Steam Laundry)

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ACCESSORIES IN STOCK.

THE CAUSE OF ACCIDENTS.

"Jay-walkers" Blamed
by Expert.

STAND FOR SAFETY.

"It is not the speed of motor vehicles but the carelessness of pedestrians that is the chief cause of accidents."

This view was expressed by Mr. Robert John Smith, secretary of the Royal Scottish Automobile Club, giving evidence before the Royal Commission on Transport in the House of Lords. Sir Arthur Griffith-Boscawen presided.

Replying to Sir Matthew Wallace, Mr. Smith said the Chief carelessness of the pedestrian is in using the streets without using his eyes at the same time.

Mr. F. Montague, M.P.—Would you agree that the pedestrian should have as much right to use the road as the motorist?

Mr. Smith—every member of the community has the right to use the road.

Mr. Montague—Then the pedestrian has as much right to hoot the motorist off the road as the motorist has to hoot the pedestrian off the road?

Mr. Smith—Yes, if he is going faster.

Mr. Montague—Then the faster he goes the more right he has to hoot.

Major J. J. Astor, M.P.—I believe in Scotland pedestrians often stand in the middle of the road. It is the recognized place for doing that, is it not?

Mr. Smith—Yes, it is your experience that stationary pedestrians are not often injured?

Mr. Smith—Yes, the man who changes his mind in the middle of the road is the man who gets killed.

More Severe Penalties.

I do agree with Lord Cecil, he said, that the reckless, negligent, and careless drivers should be suppressed, and I would make the penalties for these offences more severe than at present. I think the present powers of endorsing licences are adequate.

In reply to the chairman, Mr. Smith said that at the last general meeting of the members of the club a resolution was passed to the effect that the proper method of taxation should be a fuel tax.

Broadly speaking, said Mr. Smith, his view was that the cost of highways, both as regards construction and maintenance, should be a national charge. The roads of the country were a public heritage, and belonged to the community, and it was unsound that the burden of their upkeep, or any stated portion of the burden of the upkeep, should be placed on any particular body of users or class of the community.

He was not quite satisfied with the provisions in the draft Road Traffic Bill relative to road signals and road directions.

He thought the most debatable subject in the Road Traffic Bill would be the retention, or abolition of the present speed limit. The motor organizations were strongly of the view that the speed limit should be abolished. His opinion was entirely and strongly opposed to speed limits.

Compulsory Insurance Opposed.

Mr. Smith said he had perused Viscount Cecil's Bill in the Lords, and he heartily approved of it in many particulars, and he was quite sure that in that view he was expressing the views of automobilists generally.

In further evidence, Mr. Smith said the proposals of Lord Cecil that every holder of a driving licence should be subject to an examination for physical fitness and driving capabilities would be almost impossible. He was opposed to compulsory insurance of motor owners against accidents to third parties. His opposition was based on the broad principle that compulsion in this instance would lead to the introduction of State supervision. In the matter, which might be more objectionable still. If there was to be compulsion, some provision would have to be made for those who were presently blacklisted or highly rated, and there was the likely result that the main body of motor owners would have to pay more money for their insurance.

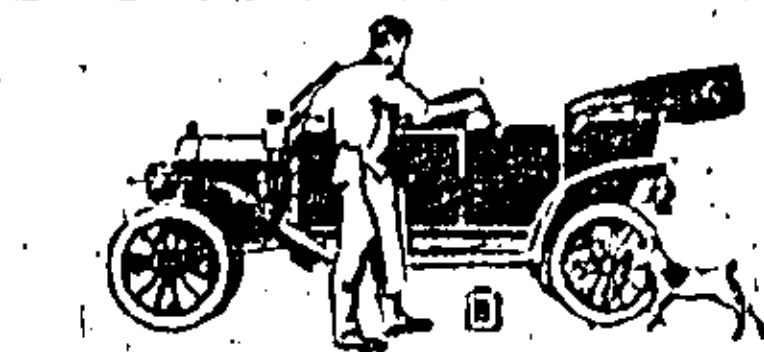
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A big display of "Oxidite" and "Lucas" storage batteries suitable for all motor cars and radios. Also accessories of all kinds for motorcars and cycles such as:

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FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

FORD OUTPUT.

Huge Increase
Recorded.

7,000 PER DAY.

With a million new Fords completed, production of the Ford Motor Company is now climbing toward the two-million mark at the rate of 7,000 cars and trucks a day, with still greater output expected shortly.

The first million was reached Monday, February 4, when late in the afternoon Model A engine No.

1,000,000 came off the motor assembly line at the Rouge Plant.

Tuesday morning the engine reached the final assembly line. Within a short time it was assembled in the chassis upon which a Tudor Sedan was mounted, and the first millionth new Ford car was completed.

The history of the Ford Motor Company presents a striking contrast between this production record and that when the old Model T Ford was introduced. It required seven years and two months to produce the first million Model T motors, while the first million Model A engines were made in slightly over 15 months.

JOHNSON
OUTBOARD MOTORS.

MAJOR SIR H.O.D. SEGRAVE AFTER BREAKING

THE WORLD'S SPEED RECORD ON LAND

TESTED A JOHNSON "SEAHORSE" 32, AND SAID:

"They are marvels of engineering skill—
"Their power and speed are truly amazing.
"I predict that 'Seahorses' will
"revolutionize outboard motoring,
"particularly since they eliminate
"the old outboard motor starting
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"and gasol of the exhaust."

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Model J. Light Single 1 1/2 hp.	HK\$230 00
A. Light Twin 2 1/2 hp.	HK\$280 00
PL. Big Twin 10 hp.	HK\$440 00
A45 Seahorse 3.	HK\$300 00
K45 Seahorse 10.	HK\$370 00
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FROM LITTLE ACORNS.

How a Motorists' Protective Unit Has

Grown into a Vast Association.

[By Maurice Sampson.]

Away back in 1905—near a quarter of a century ago—when many of us present-day active motorists were either at school or dreaming of our first car, a few hardy wights were wont to air themselves speedily on automobiles on the public roads. Most of those good folk were either amateurs possessed of high spirits and corresponding banking accounts, or members of the industry who, perhaps lacking the latter quality, were forced to put their car's best foot forward in order to secure it. Amateur and professional competed in the race to ruin!

But as Old England in those days was, professedly at least, a most law-abiding and, theoretically, a horse-loving country, and was governed largely by honest, slow-witted, imagination-lacking, county benches of magistrates, these dashing young fellows were fair game, and the police were quick and sprightly in halting them before the afore-mentioned benches of magistrates.

As these nasty people on motor cars—things obviously of no repute and likely at any minute to blow up and come to naught in which no really nice person would be seen—were a great nuisance, buccolic and peppery old gentlemen fined them smartly in the way in which an excellent Motor Car Act very properly permitted them to do, and chortled mightily as they climbed into their dog-carts to go home to lunch.

I might mention in passing that this same Act is still in force, and if every motor car user exceeding 20 m.p.h. down, say, were brought before a bench there would be the finest and, socially, the most mixed crowd of people awaiting judgment that the world has ever seen; something, in fact, quite eclipsing even Charlie Chaplin's mob of Klondyke-bound people in the "Gold Rush."

Yet these 1905 law-breakers continued on their dreadful ways, crying aloud for deliverance from their oppressors.

Then things came to a crisis. . . There was a certain famous Sergeant Jarrett . . . ! Motor car drivers refused to be squashed; perverse designers insisted on making their products capable of more than 20 m.p.h., so, as the saying has it, "necessary action was taken."

Although the Law might be possessed of the idea formulated by Dr. Samuel Johnson, an authority on everything on this earth, above and below it, that while man might travel at, possibly, 15 m.p.h., it was

hazarding his ability to draw breath if he went over 20 m.p.h., quite a lot of people—even in '905—insisted that we had moved forward a bit since the good Doctor's days.

The clirax came, therefore, when it was felt that it was not unreasonable to expect that a man might drive to Brighton at a week-end without the almost certainty of being mulcted in a police court for so doing. A little band of pioneers got together, and the acorn from which the Automobile Association has grown was planted. The acorn was composed of the present secretary, one typist, one office boy, and eight patrols, all the last-named being stationed on the Brighton road. The organisation was housed in one small room in Fleet Street.

Those of us old enough at the time to take an interest in the new travel can remember how the gaiety of nations, or at any rate of this nation, was heightened by the activities of these eight patrols. I have sometimes thought that it would be a graceful act on the part of the Mayor and the Corporation of Brighton to commemorate the deeds of these eight just men by some other fitting means, because they made it possible for the ordinary man to go for the week-end to London-by-the-Sea without having to include in his week-end budget quite a large amount of money which he would undoubtedly have had to pay out if he had approached, far less exceeded, the fatal and wicked speed of 20 m.p.h.

Like that of most sound schemes which eventually develop, the A.A.'s start was microscopic; but it began to go ahead, and, with a staff grown to eleven, occupied in 1907 a set of offices in what was then the Motor Club in Coventry Street. But the restless secretary was ever thinking of bigger things. As he looked from his window his eye fell upon a set of buildings across the road which seemed ideal, and in 1909 the Automobile Association had taken up its quarters in Farnham House. This word Farnham rather intrigues me. So far as I can make out, it is not in any way associated with the locality or the site, and appears to be merely a creation of the secretary's active brain. Presumably, the word means a temple. Thus was the foundation stone of the Temple of Safe Road Travel well and truly laid.

"Twenty Years After."

So across the road from club to temple Mr. Stenson Cook led his little band, and here probably most of them thought they would remain for ever and a day. That was in 1909.

To-day, twenty years later, the old buildings of Farnham House have long since disappeared; a new and marvellous structure has arisen in their place, and even this refuses to house all the staff, a large number of whom are in other places a little distance away.

Statistics are rather dull things, but occasionally they tell a story in a concise and vivid form which mere words cannot well convey; so I make no apology for putting in at this point some rather telling figures of the Automobile Association as it is to-day.

It has the Head Office with its enormous ramifications, some of which I will try to describe later. It has twenty-two area offices, each of which is Farnham House in miniature as regards its power of giving information and assistance on all matter connected with motoring.

It employs over 1,000 men and women in the proportion of about 50-50 on the indoor staff.

A night and day service is always available.

There are over 385,000 subscribing members.

In all except the actual winter months an average of over 400 members a day calls at Farnham House seeking advice or information.

In the touring season, which may be taken as from March to October, the morning mail in London averages rather over 3,000 letters a day, and an approximately equal aggregate is dealt with at the twenty-two area offices.

Some £500,000 a year is received in the ordinary course of the post. This, of course, does not include the large sum put down as duty on members' cars touring abroad, or the subscriptions paid automatically by bankers' orders. There are over 160,000 such orders in operation.

Over 13,000 members' cars were dealt with in cross-Channel boats during last year. The indication is that this number is becoming greater and is likely to grow rapidly.

Similarly, a larger and ever-increasing total of foreigners visiting England avail themselves of A.A. membership and help.

There are about 400 A.A. telephones on the main roads of Great Britain. Every member has a key.

Handbooks to the number of 400,000 are distributed yearly. The mere printing occupies six months.

The activities of this one-time acorn, now a very big and sturdy oak tree, may be sub-divided roughly into three sections: Touring, Engineering and Political.

(These will be dealt with next week.)

BRITAIN'S HUSH-HUSH MOTOR BOAT.

Interesting New Craft in Building for the

Harmsworth International Trophy.

The world's most powerful speed-boat, which will attempt to regain the Harmsworth International Trophy from the United States on Lake Michigan in September, is nearing completion under conditions of strictest secrecy at Cowes, Isle of Wight.

It has been built for Miss M. B. Carstairs, the famous British speed-boat racer who failed in a similar attempt last year, and it is estimated that the cost of the boat will be in the neighbourhood of £20,000 by the time it is launched.

Her power will be derived from three Napier aero-engines similar to those installed in the victorious Schneider Cup seaplane and Major Segrave's Gold Arrow and Miss England. These will develop 3,000 horse-power, the highest power ever built into a speed-boat.

So great was the desire for secrecy in connexion with the building of this boat that a small shipyard was hired and civilian guards posted at the entrances to prevent any unauthorized person entering. The 10 British shipwrights, who have been constructing the vessel during the past few months, were also sworn to secrecy.

Despite these precautions, however, reports from experts indicate that the hull, which is of mahogany

and silk, is 39 ft. long with a beam of 9 ft. It is shaped something like a high-powered naval gun shell with an exaggerated bulge towards the bow, and has a one-step hydroplane bottom. Not a nail is used in the hull which is composed of an outer skin of perfect mahogany, then a lining of water-proofed silk with an inside layer of mahogany fixed transversely. These layers are sewn together with a specially tough alloy wiring.

The three Napier engines are placed in line, running almost the whole length of the boat, with the drive taken through a gearbox to two shafts and propellers. The boat has a nominal power of 1,350 h.p., the theoretical maximum speed of the last thing in driving power, their pitch being quite a departure from anything yet seen in Britain. The thin fragile looking hull is extremely light, but it is claimed to be quite strong enough to withstand any strain the three powerful engines can put on it when full out. The draught of the boat is also very light, while another feature is the rudder which is stated to be of enormous size and peculiar shape.

Miss Carstairs refuses to discuss her boat with anyone, but she is determined to make this year's bid for the Harmsworth Trophy successful.

A UNIQUE ROYAL
MOTOR CAR.

For Use of the King.

INTERESTING DETAILS.

The rapidity of King George's recovery from his serious illness is well indicated by the purchase of three new motor cars for the Royal Household, the first which have been bought for five years.

One is a grey saloon. The second is a new brougham in Royal red and scarlet, for use in London when the King and Queen pay private calls, or by the King when going out to dinner.

But the most interesting of the three, all of which are of British design and make, is a six-wheeled saloon which will now replace the pony traps hitherto used for taking the King's shooting parties across the moors.

After his long illness, when, for a time, he will be unable to do much walking, the King himself will use this car for visiting his model farms and dairies. It has been made to travel over rough ground which no ordinary car could tackle, but instead of a "caterpillar" tractor the six wheels are fitted with strong Dunlop pneumatic tyres.

A novel feature is a second speedometer within the saloon to allow both the King and Queen to watch the speed at which they are travelling.

A special staff of mechanics will tend the three cars at Buckingham Palace. Part of their work is to remove scratches found on the paintwork when the Royal cars return to the Mews, marks which are often the result of people putting their initials, or even their names, there in the hope that the world at large may know that they have been so near the King of England.

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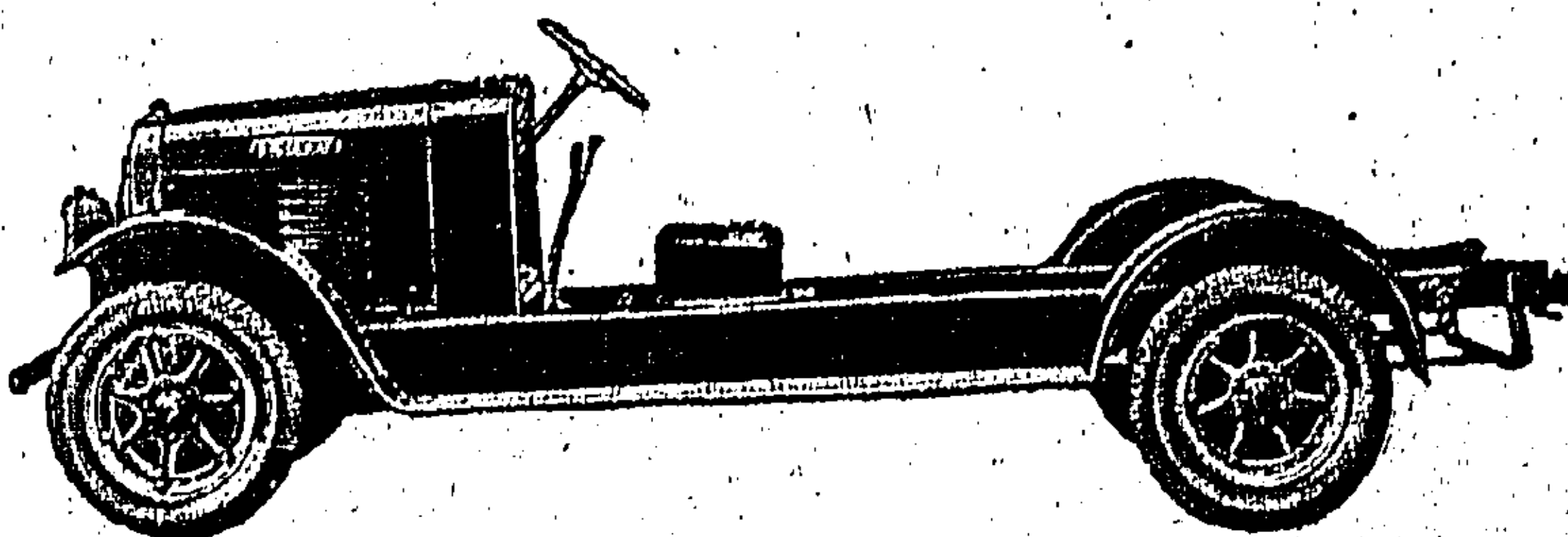
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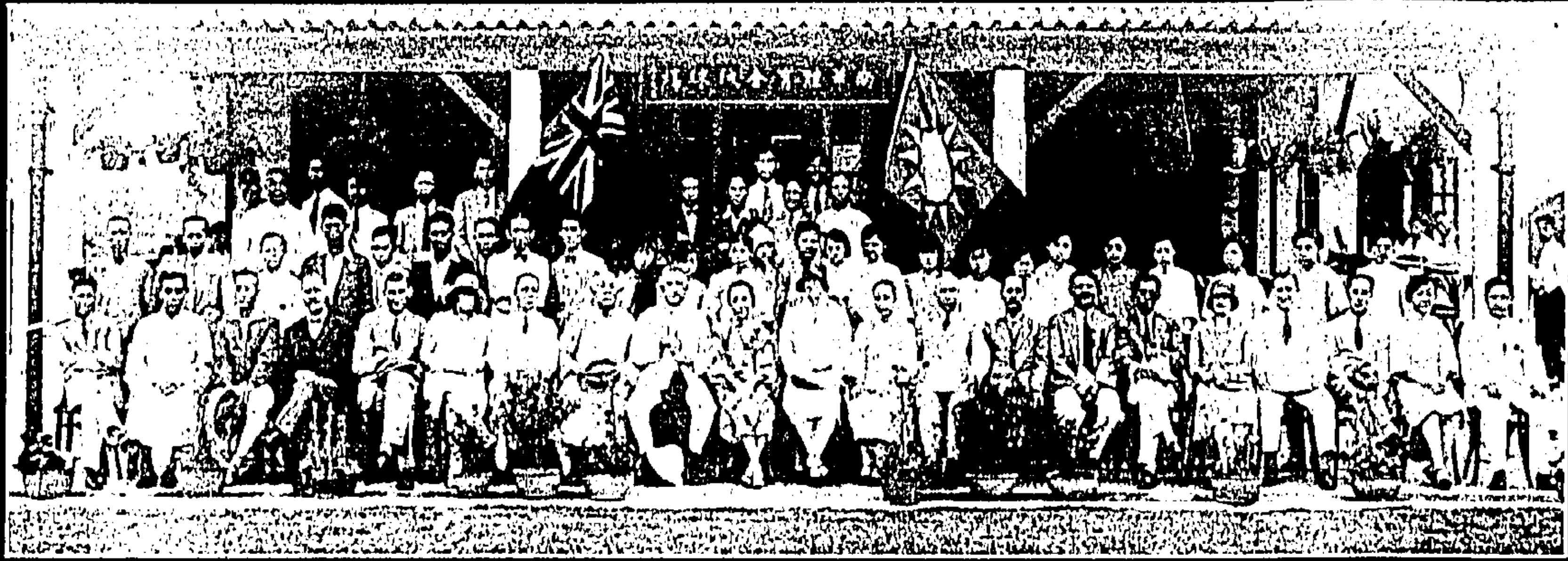
May 18th. 1929.

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HAVE REMOVED FROM 1, D'ALGAR ST.
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Embroideries, Laces and all kinds of
Handkerchiefs.

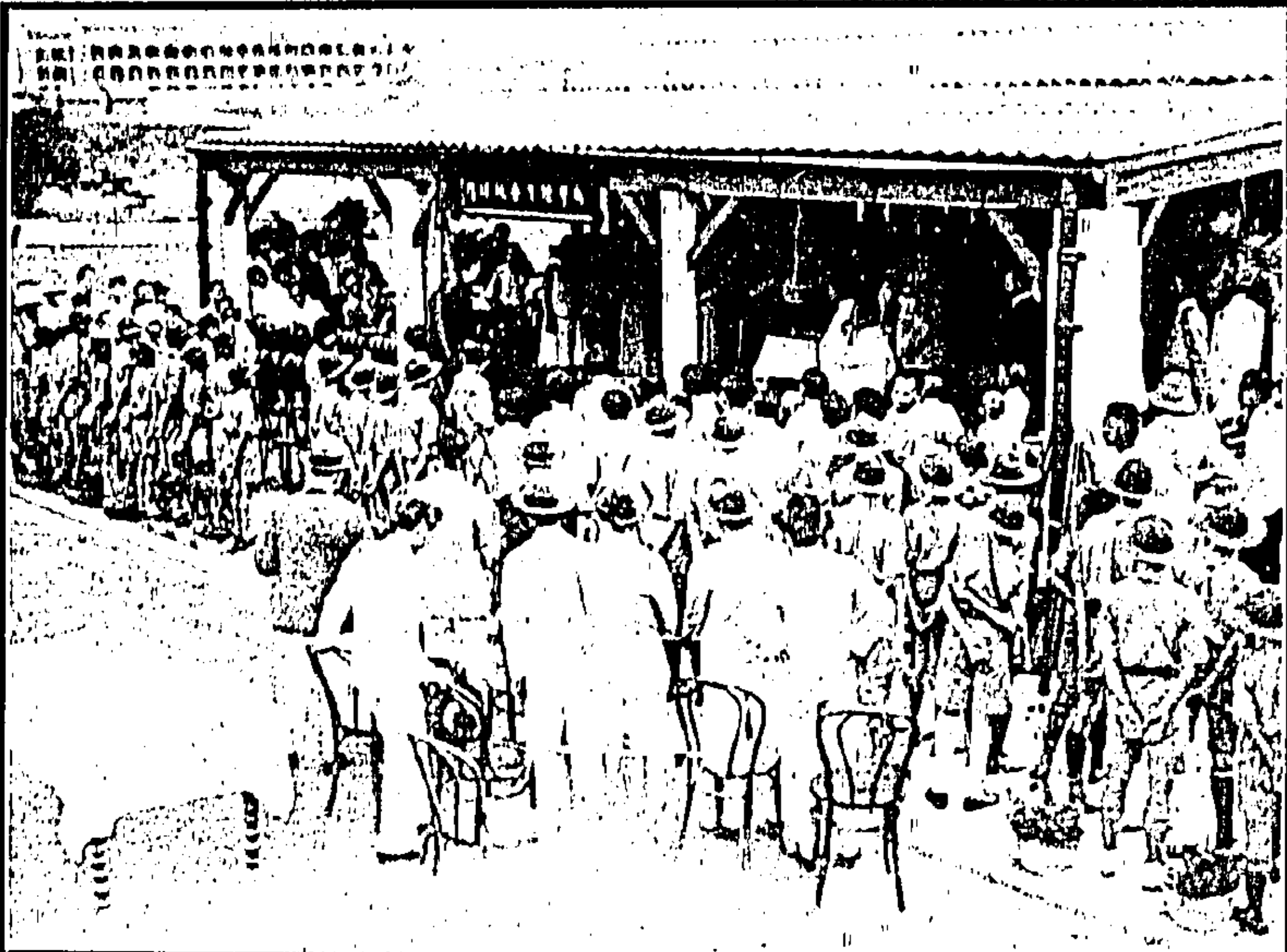
RETAIL SALES AT WHOLESALE PRICES.
IT WILL PAY YOU TO SHOP HERE!



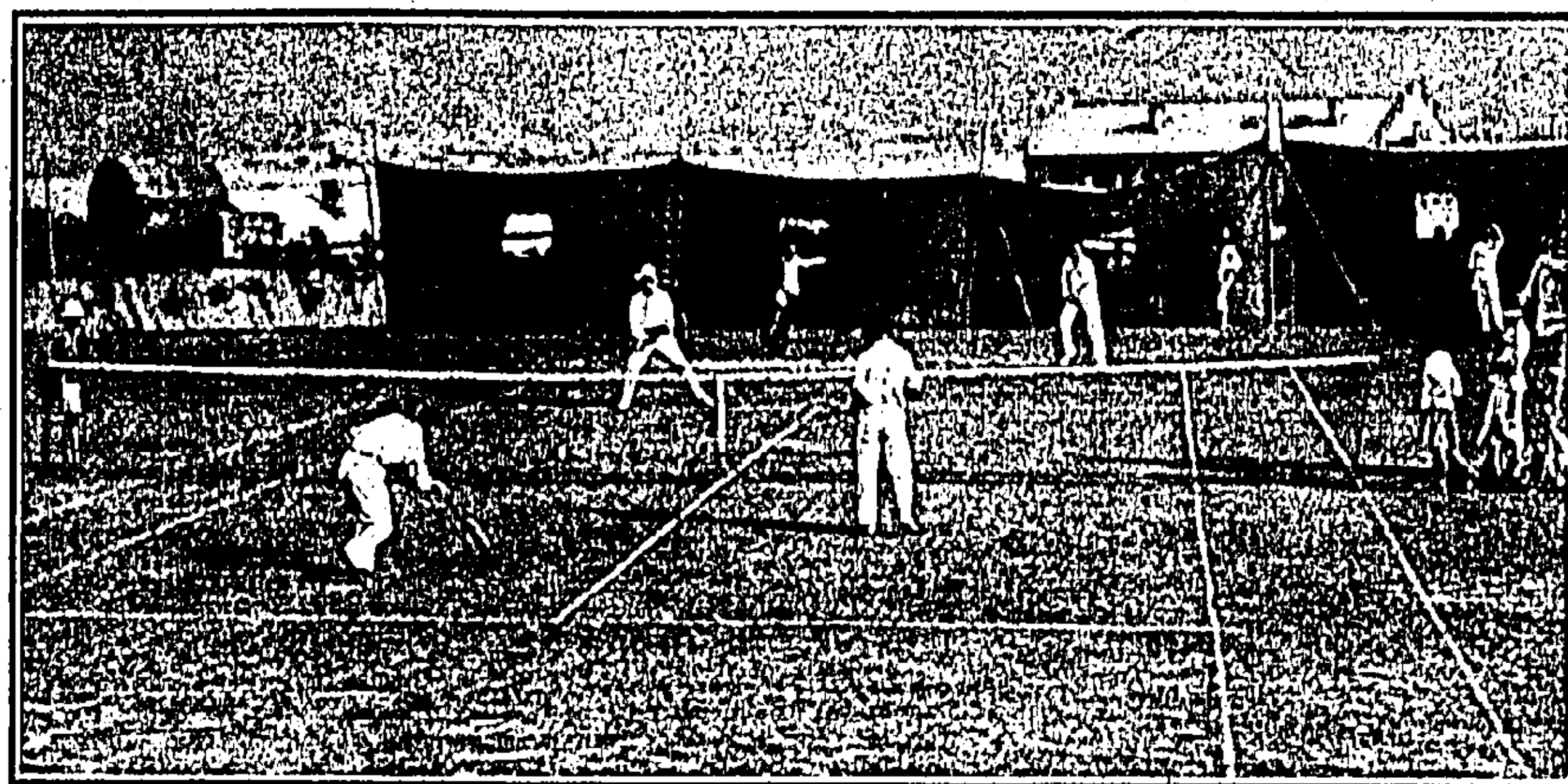
Lady Shou-tsun Chow opened the South China Athletic Association's new pavilion at King's Park on Sunday, when the above group was taken. Her ladyship is seen seated in the centre, with the Hon. Mr. J. P. Braga and the Hon. Sir Shou-tsun Chow on her right, and Mrs. Cressy, Mrs. Tso, the Hon. M. H. T. Cressy and the Hon. Dr. S. W. Tso on her left. (Photo: Mee Cheung).



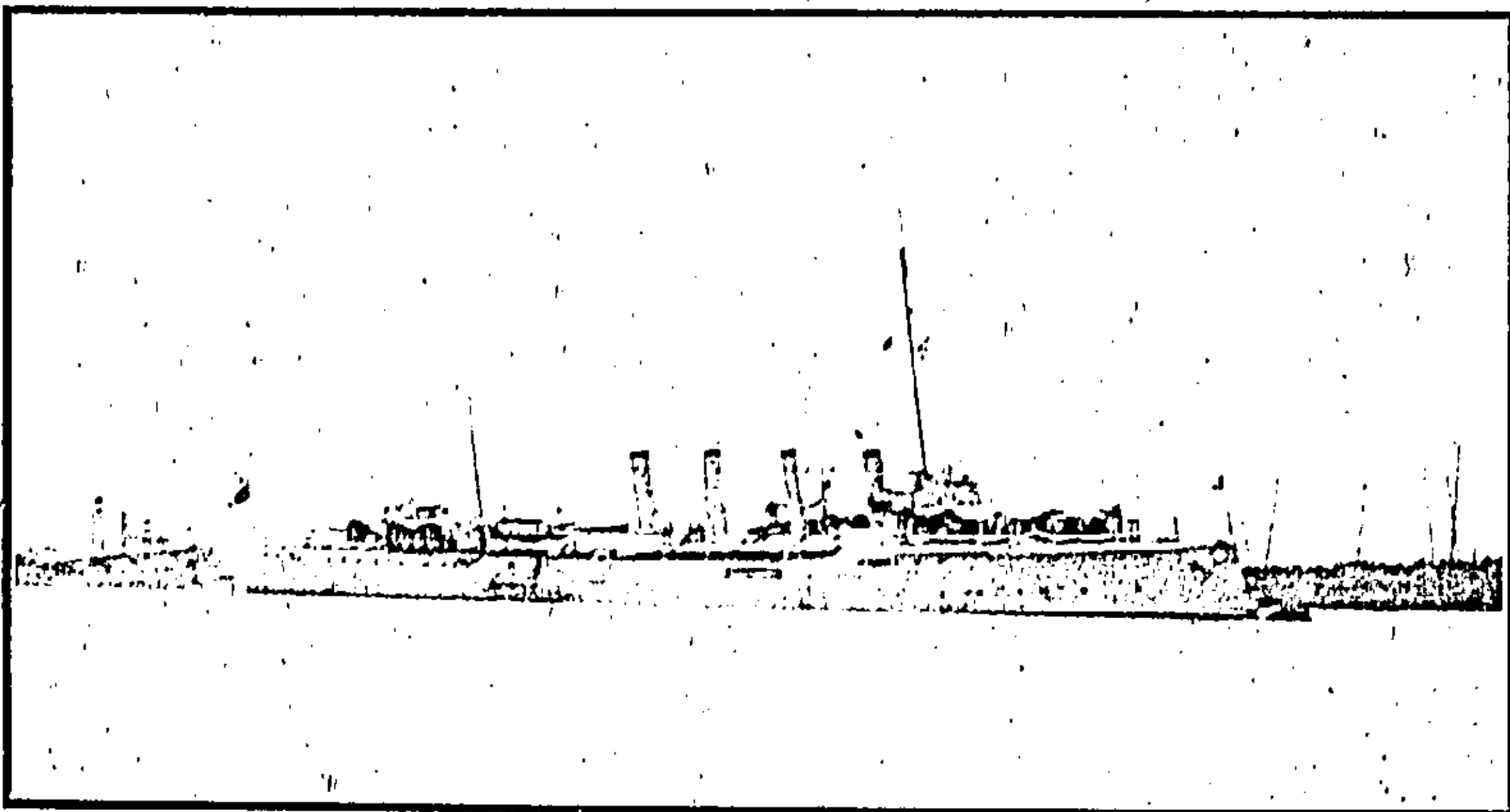
The Runjahn, who defeated Ng Sze-kwong and Ho Ka-lau in an exhibition game when the South China A.A. pavilion was opened. (Photo: Mee Cheung).



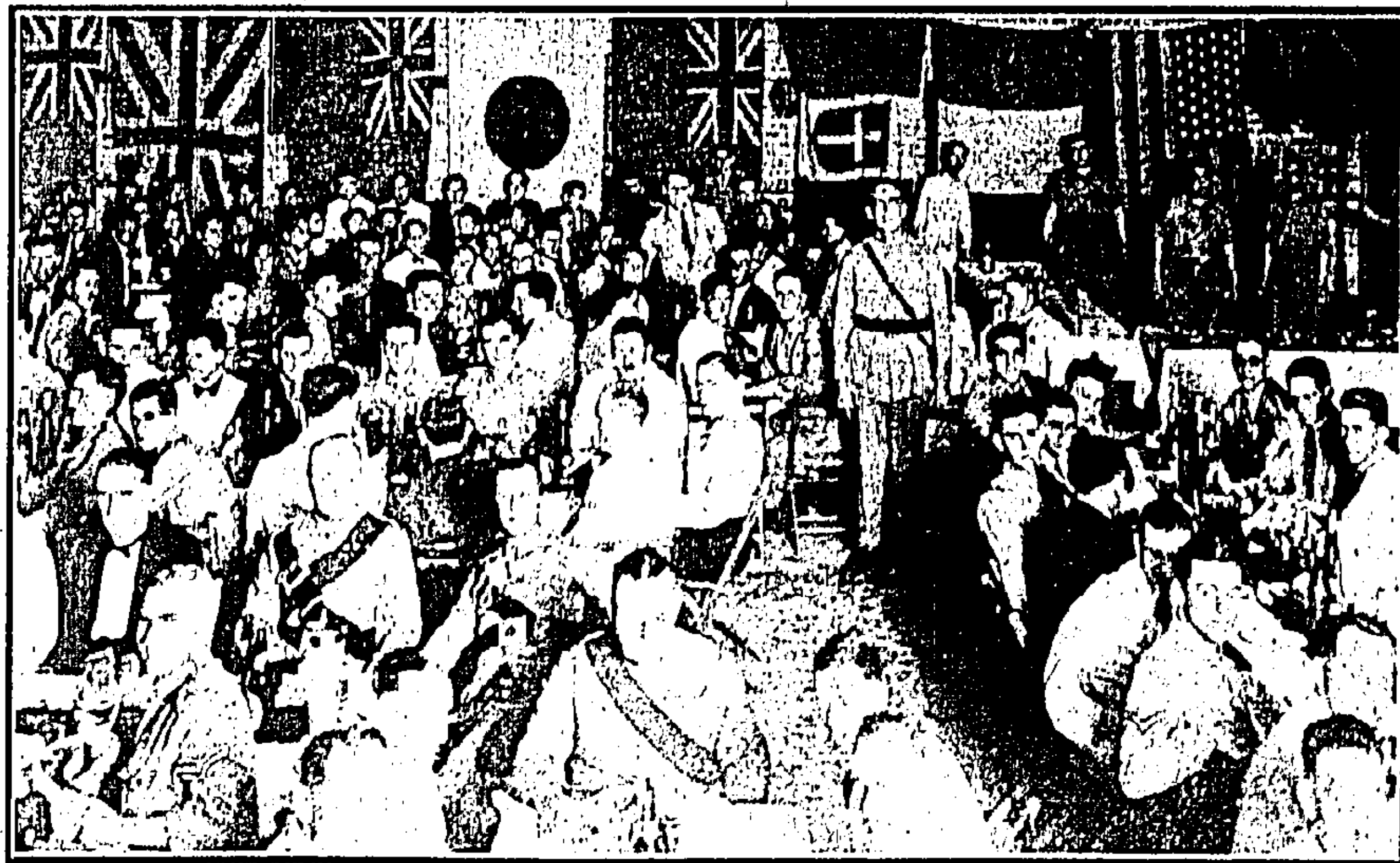
As the above picture shows, there was a large gathering at the opening of the South China A.A. pavilion on Sunday. Note the Boy Scouts on left. (Photo: Mee Cheung).



S. A. and H. D. Runjahn defeated Ng Sze-kwong and Ho Ka-lau in an exhibition game on the occasion of the opening of the South China A.A. pavilion on Sunday. Here is a snapshot of the players in action. (Photo: Mee Cheung).



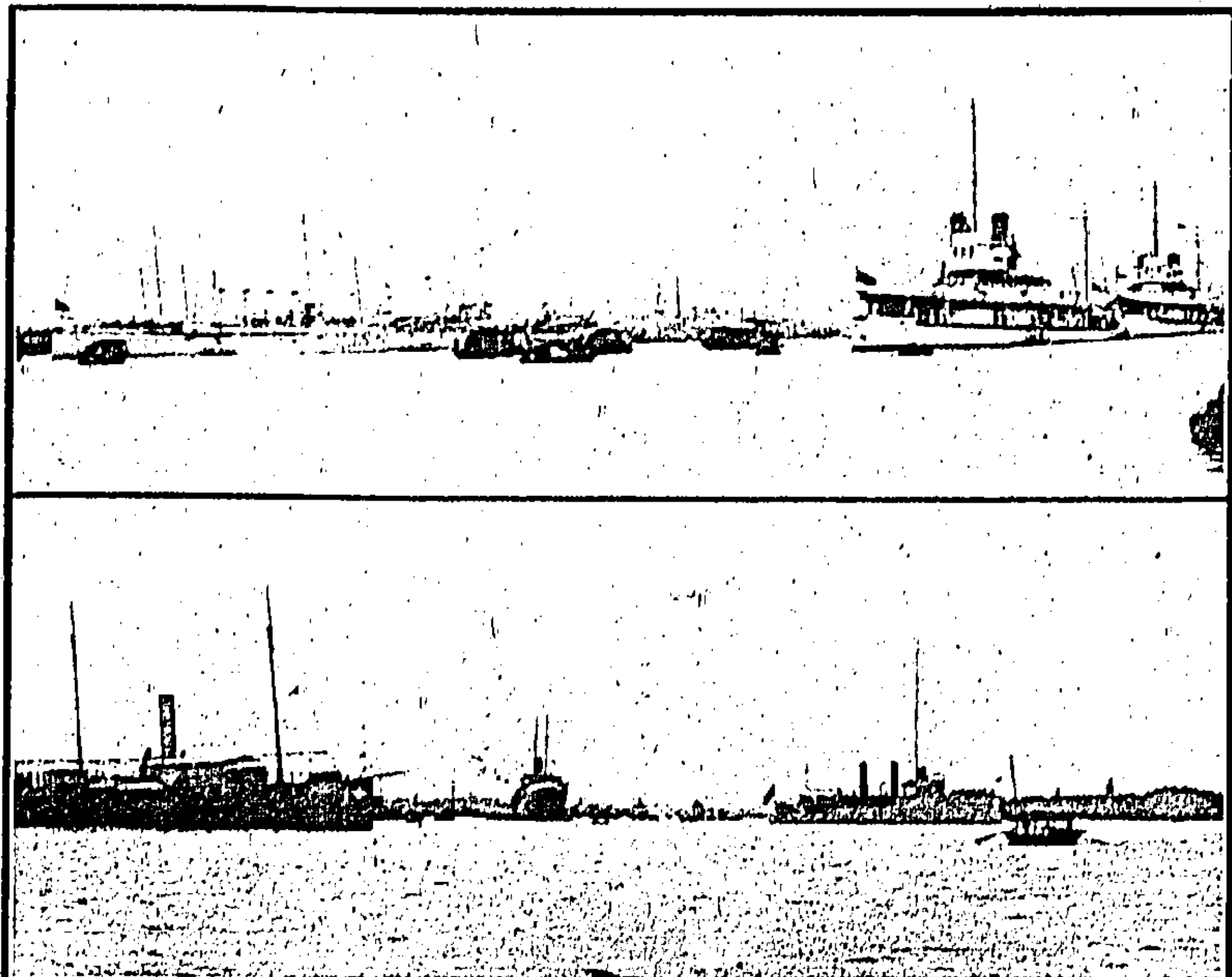
The Canton flagship Fei Ying, together with other vessels of the mosquito fleet tied up at Shumeeen just before their surrender on Friday, last after the Vice-Admiral in charge had declared "neutrality." The Fei Ying is shown at the China Merchants' buoy.



A corner of the drill hall at Volunteer Headquarters during the annual dinner and smoking concert which took place on Friday, the 10th instant. The function was greatly enjoyed by all who attended.



H.E. Major General J. W. Sandilands made an appeal at the annual dinner of the Volunteer Defence Corps for the bringing up of the Corps strength to a total of a thousand. In the above picture he is on the right of Lieut.-Col. L. G. Bird, the Commandant of the Corps.



The above pictures show some of the Canton boats which moored off Shumeeen last week during the trouble with the Navy. Top, the Fei Ying is seen on the left with U.S.S. Tulsa in background and H.M. ships Cleon and Moth on right; below, two of the Chinese fleet and (in centre) the merchant ship which brought down troops from Swatow.



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Men's clothing cleaned to look just like NEW. Our process restores the freshness of any garment. A trial will convince you we are experts.

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MARY PICKFORD "GROWS UP."

FEATURES OF HER FIRST TALKING FILM.



Mary Pickford as a jazz-mad, flirtatious flapper!

It's difficult to imagine "America's sweetheart" in such a role, isn't it? But that's exactly the character you will find in her film, "Coquette."

Miss Pickford already has taken nearly every honour film-dom has to offer, including the reputation of being the most popular screen actress. For a time she was the undisputed queen without a doubt. Then her pictures started falling off at the box office. People tired of seeing her as a little girl all the time.

But Mary has grown up. As the fun-loving southern girl in "Coquette" she displays a beauty that was hidden in her kid roles. To be sure she grew up somewhat in "My Best Girl," but that picture was only a stepping stone so her complete change would not be too abrupt. Now she is on her way back to claim the title she once held—screenland's most popular actress. And she will be crowned as soon as her new film is released.

First Talking Film.

When Mary makes a change she certainly does a thorough job of it. "Coquette" is not only her first production as a grown-up flapper, but it is her first talking film as well. Millions of movie fans will hear her voice for the first time and they will hear her speak with a southern accent which she acquired with remarkable correctness for this picture.

The writer thinks Miss Pickford deserves a big hand for her courage. Most of our movie folk have been scared to death the first time they faced the microphone. But here is an actress who even dared acquire an unnatural accent for her first attempt.

It is hard to realize that the girl in "Coquette" actually is Mary Pickford—we have seen her for so long as such an entirely different character. Her love scenes with Johnny Mack Brown will rival anything the silver sheet has to offer.

Brown Does Well.

Johnny Mack Brown as the

lover also gives a remarkable performance and it is quite probable that this film will do nearly as much for him as "My Best Girl" did for young "Buddy" Rogers. Mary's father, John St. Polis, strenuously disapproves of Brown and eventually shoots him because he thinks he has despoiled his daughter's name. Another good word should be said for Jimmy Rensan, who plays Mary's younger brother.

The dialogue for the picture was written by Sam Taylor, who also directed it. For both pieces of work Sam deserves credit. His lines were as good as the manner in which they were spoken by all the characters.

"Coquette" also brings forth Mary's ability as a truly dramatic actress which heretofore has been latent. In the courtroom scenes where her father is on trial for the murder of her sweetheart, she does as fine a piece of acting as I have ever seen.

There's a lot of praise for Miss Pickford, and her film in those lines, but I sincerely believe it is merited.

G. K. CHESTERTON.

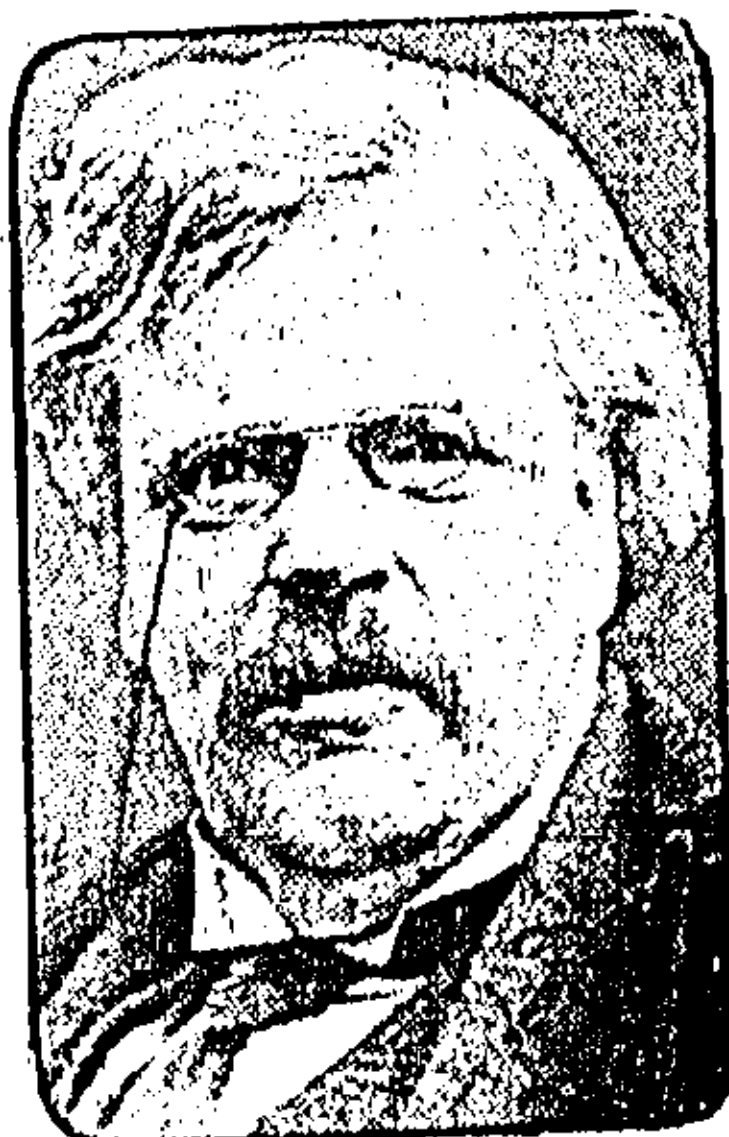
A Playful Intellectual.

In a room that somehow matched him G. K. Chesterton sat over-lapping a small chair. A grey woollen waistcoat was buttoned snugly over the vast convexity beneath his clasping hands. His straight, long hair, now nearly grey, was tumbled and his teeth were spaced as though there were not enough of them to go round. Large, generous, genial, with an untidy simplicity, he sat talking incessantly, with a little rippling chuckle that shook his huge body. That amazingly keen, incisive brain cut rapturously through tangled arguments and fuddled philosophy. He sifted and sorted paradoxically. He stripped logic to the bare bones.

As he twisted and turned a subject, showing first one fact then another, ruthlessly he ripped away obscuring phraseology, and a little network of er—er—er flaked each sentence. It was through this network one had to plunge with a question.

G. K. Chesterton is not at all sure that he approves of the new literary censorship in England. At present it is a police censorship; at least they take first action, and a magistrate gives the final decision.

"There are three grounds upon which books and plays are censored," he said. "If they contain words or phrases which, though they appear in the Bible and other literature, are not conversationally accepted to-day, if they unduly stimulate sexual emotions, if they contain pernicious propaganda. As a rule the critics confuse all three, and usually take up their stand upon the wrong ground," he added.



He explained his point of view to me in many words. A heretic is a rebel like a man who betrays his country or his cause. You may take the sword to him. But a Pagan must be converted first. You cannot attack him with a sword. He cannot betray a cause he has not known or espoused.

England Pagan.

"England to-day," said Mr. Chesterton, "is frankly Pagan, and you might compare it with some group in Central Asia. Take any street, or any row of houses in any street, and you will find in each people who have a totally different conception of life. If each one had a different God to worship in his back garden, one Apollo, one Buddha, one Venus, there could not be a more marked difference. It is difficult to know what many of them believe; I don't think they know themselves. That is why I say you must treat them as Pagans, and not as Heretics, and therefore the sword—the sword of official censorship—may be dangerous."

He took out a large cigar and fingered it, but did not light it.

"If one thinks the earth is round, another that it is flat, and a third that it is a triangle, it does not alter the fact that the world is definitely some fixed shape. What they believe won't alter the fact. There is nothing to stop any one propounding a new theory or starting a new religion. In earlier civilisations the revolt came through the slaves. I believe that it is through the intellectuals—the young intellectuals—many of whom are now swimming round and round in a sea of negation that a re-establishment of definite Christian standards of life will come about. The Stewells are intellectuals, and at heart Conservatives. Aldous Huxley is bitter and cynical, but intellectual. I should not be surprised to see him finish up a Roman Catholic."

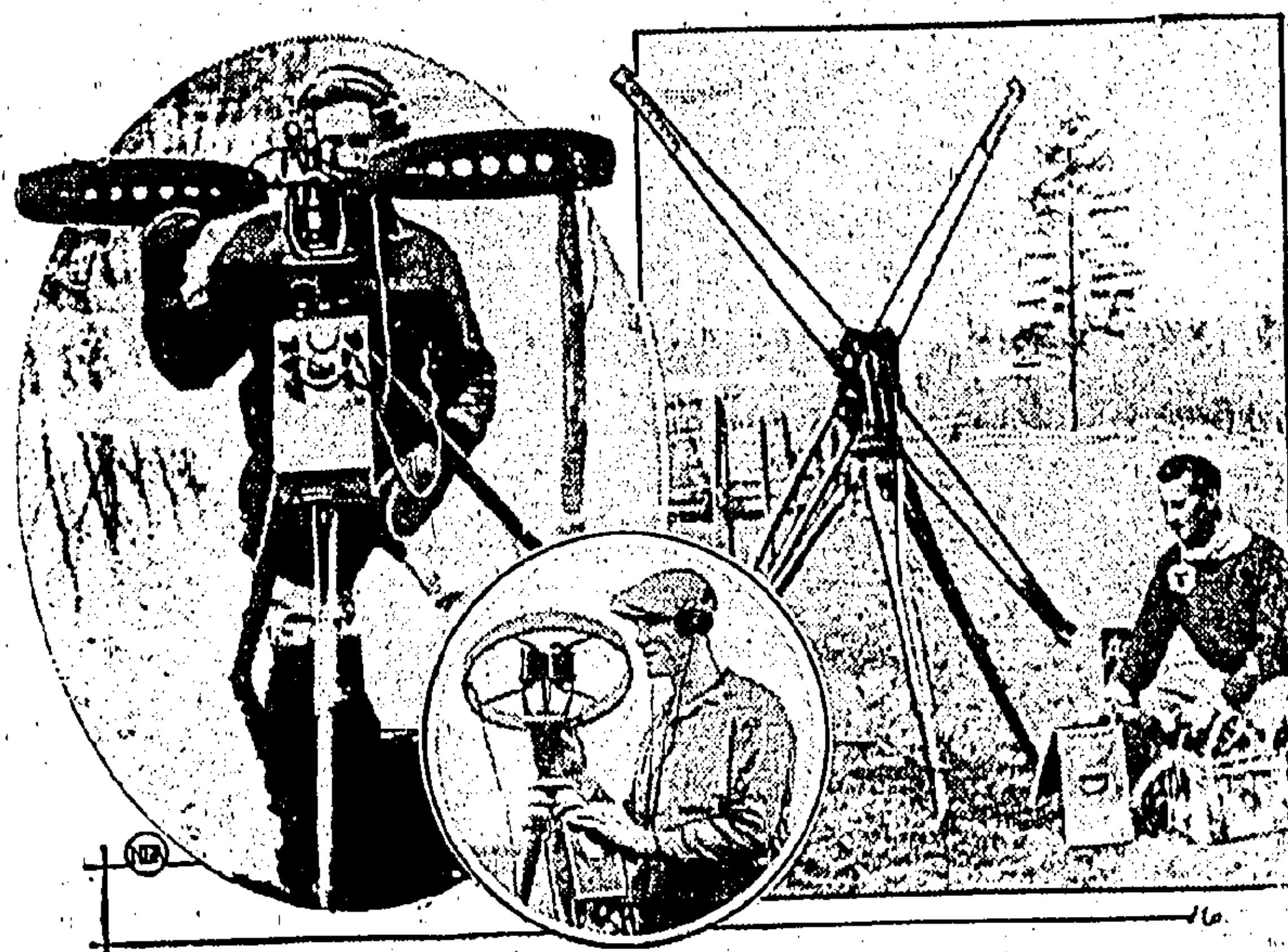
Women Novelists.

We spoke of the women novelists of to-day, and of the recently banned books.

"I have not read Miss Radcliffe-Hall's book, 'The Well of Loneliness,'" said Mr. Chesterton. "It may be a perfectly good book and innocent of obscenity. I don't know. But I would forgive her her book before I would forgive her her haircut and collar and tie."

FINDING ORES BY RADIO.

NEW METHOD SAVES TIME AND MONEY.



Whatever the country may be, if there's current-conducting ore underneath this radio prospector will find it. At left is the receiving apparatus with the spectacle-shaped loop antenna, and at right is the transmitter with large square aerial. Between these is an engineer operating another type of receiver.

The prospector has left his pick and shovel behind and taken to radio.

This is slightly more cumbersome to carry and perhaps a little too technical for the kind of adventurer who followed the mountain trails of years ago, but it's much more certain of getting results.

It is for this reason that large mining companies in the United States, Canada and Mexico have hired radio engineers to locate ores for them which otherwise would require weeks and months of patient and costly search. All that is needed is a radio transmitter with a loop aerial, a radio receiver with another type of loop antenna, and the knowledge of geometry and trigonometry that is required in land surveying.

The most recent radio prospecting for ore bodies has been made in the fields around Miami, Okla. Many ore bodies have been located in Canada and Mexico, and methods of radio prospecting have been taken up generally as a result of this. Thousands of dollars have been saved, while weeks of time and considerable effort have been obviated.

Current Induced in Ores.

The radio process is based on the fact that electrical currents can be induced in electro-conductive bodies below the earth's surface by the operation of a transmitting apparatus, or oscillator, on the ground above. High frequency currents of about 7,500 kilocycles are employed. These currents induce a secondary elec-

tro-magnetic field whose axis can be determined by means of a radio receiving set with a double loop antenna. The set is also operated above ground.

From observations made at the receiver, the location of the underground conductor, which may be the ore sought, can be calculated approximately by simple surveying methods.

Engineers using this process do not pretend to find commercial bodies of ore. They merely guarantee to locate a conductor if one of sufficient magnitude exists below the scene of operation.

The engineers frankly state that the outfit cannot locate zinc ore because that mineral is not a conductor and it doesn't contain sufficient in large enough quantity to render it conductive to high frequency currents. But zinc ore almost invariably is found where lead ore exists and the radio apparatus does indicate the location of lead.

Simple Apparatus Used.

In the outfit used in Oklahoma and Canada, the transmitter consists of a two 75-watt oscillator tubes in parallel in a Hartley circuit. For power two six-volt storage batteries are carried to supply the filaments and a small rotary converter and transformer supplies 300 volts of plate current. A large square six-foot loop is used as antenna. All this apparatus is portable.

The receiver is much more compact and portable. It consists of a three-tube receiving set and a double loop aerial that looks much

like a huge pair of spectacles when mounted on a tripod. The set works in conjunction with the surveyor's transit on the same tripod.

In operation the two sets are placed about 100 yards apart. Two men assigned to the broadcasting end turn the hand generator and manipulate the directional antenna and instruments on the sending panel. The engineer in charge handles the receiving end, with earphones over his head and the double loop and transit before him.

As the engineer rotates the loop he listens for the radio impulses coming from the supposed ore field by induction from the transmitter. When these impulses reach a minimum of strength in the receivers, the engineer knows that his loop is at right angles to the direction from which the waves are coming and that he is facing the centre of the ore field.

Located by Angles.

After jotting down his location, he moves to another spot and makes similar observations. After a few such observations, it is a simple matter to find the central point from which the electric lines of force emanate. That's where the centre of the ore field is located and that's where drilling for the ore is suggested.

The radio instrument may show many "zero" readings in country which has no conducting ores. That marks this territory as of no mining value, except for zinc or oil on which the radio process cannot work.

THE MARVELS OR RAY TREATMENT.

SOME USES OF ARTIFICIAL SUN-LAMPS.

Hippocrates said: "Light is life." Modern science echoes this truth first enunciated by the Father of Medicine on the island of Cos some four hundred years before Christ (says a writer in the *Referee*).

When we lie in the sunshine we are the target of a battery of rays of varying lengths. We feel warmth from the red, or heat, rays. We tan as our bodies throw up a barrier of protective matter, the result of which we see as tanning. The rays which cause this tanning process are beyond the visible octaves of the spectrum, being too short for our limited vision.

These are the now-much-talked-of ultra-violet rays. They are short, but not so short as the X-ray, or the ray given out by radium. Nor have they the penetrative powers of those very short rays.

The manner in which ultra-violet light, either in natural sunlight or as radiated from the artificial sun lamp, operates upon us is now well known.

Soldiers of the Blood.

When the patient is exposed to these rays—they are a cold blue, giving out very little heat—the blood is brought to the surface of the skin in the same way, but to a greater extent, as the rush of blood which follows a nervous shock resulting in a blush.

In our blood-stream are myriad white cells known as phagocytes. They are the soldiers of the blood. They attack any germs which gain entrance to the blood-stream, each victorious combat costing the life of the soldier cell, since the method of attack is the self-immolation of one of smothering the enemy at the cost of the attacking cell's own life.

Since we are in a perpetual state of warfare, constantly attacked by invisible enemies of all kinds, the warfare of our blood stream is as long as life itself.

Upon the numerous strength and potency of these white cells depends our success in beating the attacks of disease germs.

Ultra-violet light draws the blood to the skin surface, and, with it, the teeming phagocytes. These "invisible" but potent rays stimulate these cells, making them powerful to resist the invading enemy.

This then is precisely what happens when the body is exposed to these rays naturally or artificially. They simply enrich the blood stream and enable it to cope with inimical conditions.

In all cases where the whole system is invaded by millions of disease bacteria—in the King's case, streptococci—the patient's powers of resistance may be increased by the use of artificial sunlight and consequent fortifying of the white cells.

"Pleasant Feeling."

Besides this result, the exposure to these rays brings about a feeling of well-being a sense of skin health, such as is felt after a rough tanning. And it also reacts on the mental condition, conferring that pleasant feeling of optimism that follows rest or exercise in bright sunlight.

Of recent years, artificial sun-lamps, either of the carbon-arc or mercury-vapour style, have come into general use in this country. But we followed somewhat tardily upon the heels of the Continental people, notably the Germans.

Of its value as an adjunct to good health through our sunless winters the present writer's five years' experience with a mercury vapour lamp has provided ample evidence. In that period, year by year, these cold blue-white rays have warded off colds, preserved throughout the winter the health of summer, and successfully banished that curse of civilisation, nervous depression.

ARE GOLFERS VAIN?

WHAT A BEGINNER HAS TO SAY.

Have golfers (as well as anglers) a capacity for being untruthful?

Not long ago one heard the story of two golfers who deliberately "faked" their cards in their anxiety to win a prize.

The truth of the matter is that there is no other game in which the player is so very anxious to do well, and none in which it is so easy to do badly. The consequence is that golf makes a man vain.

"How many did you do it in, old man?"

Ah, that is how the temptation comes!

Listen to us in the train. How we talk about our drives, approaches, and our putting.

"You should have seen how I put the ball down from a twenty-foot putt."

We looked at him fiercely. And ignored him. All the carriage burst in with their own wonderful doings. In the midst of it all a thin slip of a man said from under his horn rim:

"... And I drove a good three hundred yards."

"The little liar!" whispered another. "He's only been playing three months."

Not one of these men spoke about their worst holes.

But, then neither do I. I haven't the courage. I dilate about my splendid drives. Never once have I told how I fozzled at the first, third, fifth, and so on ad lib.

What is the reason? I have thought about it and studied it closely. I have asked psychologists: they can never tell me.

I am now practising, not my swing or my approach shots, but simply how to tell the story of my failures, because I believe that if I can do that I shall more easily overcome my faults and become a better golfer. ... Well, we shall see.

THE COCKTAIL GIRL.

Admired and Extolled with Fervour.

Not a day passes without some reference to the "Cocktail Girl," her habits, virtues and vices are discussed in the Press with passionate and unflagging interest.

She is admired and extolled with equal fervour, her freedom, admired and her downfall prophesied.

Yet in spite of this fierce fight of publicity that beats incessantly upon her (says H. V. Moton in the *Daily Express*) she is as elusive, as hard to meet face to face as one's own shadow.

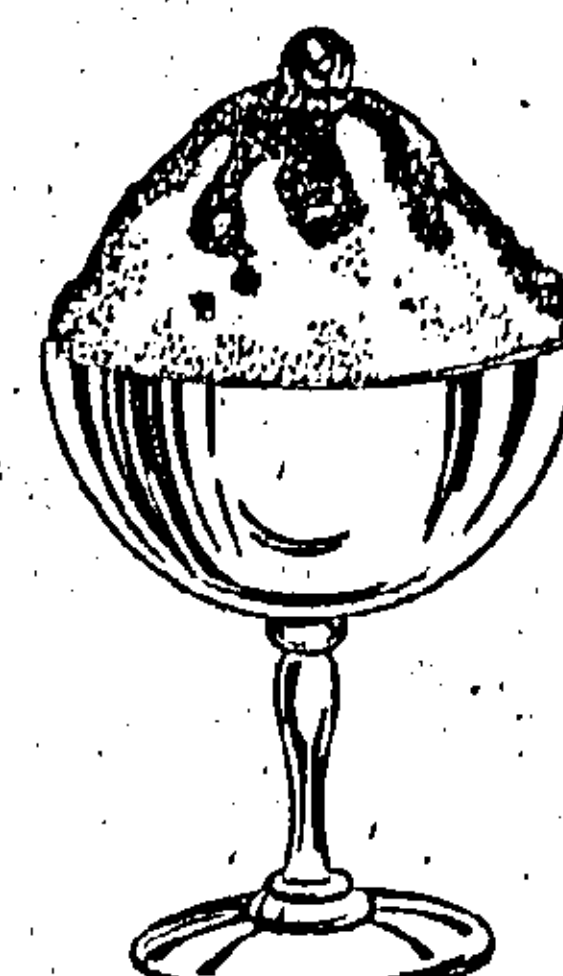
Have you ever met a cocktail girl? Has any one? I never have, unless perhaps even now I may have entertained an angel—so to speak—unawares in the shape of a guest who drank a home-made Bronx!

Perhaps one day some one will introduce me to one of these ladies at a dinner party: "Meet Miss Brown, the cocktail girl," as one might say, "Mr. Smith, the Atlantic liner"—and then at long last I shall be able to pour out the flood of questions I am burning to ask. How does one qualify to earn this title? How many cocktails must one drink daily in order to avoid being expelled from the league?

... should men who drink lots of lager be called Beer Boys?

I am anxious to know how this title originated. Who was the first cocktail girl? There should be a statue to her in Piccadilly portraying her in the very act of yielding the shaker.

Is there a secret society which draws up the rules behind locked doors at a (very) extraordinary general meeting? And are prospective members forced to undergo an ancient form of initiation? One can imagine the scene, the inexorable row of bottles, the serrated ranks of glasses, the shame of those who fall.



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The Hat Is Gray Ballbuntl.



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Is a Beige Crepe de Chine Frock With Cream and Orange Dots.
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IV
A Summer Evening Dress
Of Fine Dotted Silk Net
Is a Cool Confection
Of Lacy Tiers Running
From Neckline to Hem.
This Frock Emphasizes
The Moulded Silhouette.
Requires No Trimming.

All Costumes on This Page
From Kathy Shops, New York.
Hats From S. R. Maibrunn Co.



II
This Swanky Morning Ensemble, Composed
Of a White Linen Frock With Blue Dots
And a Blue Cardigan With White Dots,
Is Neatly Completed by a Blue Turban.

IN THE FIRST PLACE, the polka dotted design is one that stands much looking at without tiring one's eyes. Of all patterns it is perhaps the most livable, not even excepting checks and stripes.

Secondly, there is something youthful and zestful in the polka dotted pattern. It is light. It is charming. It is universally becoming.

Thirdly, every woman has a suppressed yearning for a polka dotted frock. It may be she had one once and had a grand time in it. It may be she simply admires the pattern. But few women live who do not think they would like at least one polka dotted costume.

This is the year to have that costume. For they are fashionably correct right now and if you would be smart you should have some kind of polka dotted attire.

In choosing the polka dotted outfit, keep an eye on your hats. For nothing on earth demands more chic simplicity than the polka dotted point. Your hats should be the correct type that repeat the more neutral coloring of the polka dot or else absolutely match it in one way or another.

New, light straws are beautiful with polka dots. In a way they are preferable to felts, for the dotted pattern suggests lightness and airiness and some of the featherweight straws are both light and airy.

One-sided brims are newer than even hats, remember. And the hat that dips slightly in the back is excellent. For summer a slight brim is often greatly preferable to none, for the sun's glare is to be avoided when possible. Moreover, there is charm in shaded eyes.

A drooping brim is often tremendously becoming to the summer girl and lends her a feminine charm that the sharply cut face-line hat never has.

I. Very chic for the girl of good lines is this gray ensemble that uses polka dotted Rodier cloth for its coat and a very fine French flat crepe for its frock.

The frock is a two-piece one, with the overblouse tucked in a fine pattern of nervures, as these are called in Paris, that is, tucks that work out a pattern of leaves like the fine nerves one sees on them.

The frock has a border in darker gray and around the V-neck there is a little strip of white organdy, inside the darker gray banding.

The gray Rodier cloth coat has stunning silver dots in silk, hand-made dots that blend with the material yet give it a richness that plain fabric lacks. It has its front border of a somewhat darker stripe of gray, the edge of the piece.

The hat topping this outfit is a very dressy one in silver gray

ballbuntl. It has a large, drooping brim that rolls up the back and curves over the face. It has a silver grosgrain banding that makes a little floral design on one side.

II. This tricky ensemble in reverse dots is for early morning wear. The sleeveless frock with its pleated skirt is of white linen dotted medium blue, with its skirt yoke and waist front of the blue linen with white dots. The short cardigan is made of the blue linen dotted white, lined with the frock's fabric.

The hat worn with this informal little suit is matching blue visca, a small turban with mushroom brim. It is banded in self-color.

III. This stunning outfit consists of a long sleeved frock of polka dotted crepe de chine and a long coat of flannel. The frock is beige, with cream and orange dots making a big plaid pattern on the beige. The dots are satin.

The frock features bandings of plain beige crepe for the hem of the skirt, the stripe up the side and for the ends of the one-sided collar's tie.

The long flannel coat is a brilliant orange, a deep satisfying shade of orange. It is simply tailored, with fancy notched collar and pockets on both sides. It is unlined, also.

The perfect hat for this costume is a beige baku one with an irregular brim that folds back on itself to give it a smart point over one eye.

IV. This little Parisian confection for evening wear is of tiers of dotted silk net, in charming, delicate off-white. Each tier is finished with a fine lacy edge. Its tiers are so cut that they come even across the front and back and dip much longer on both sides.

This frock has a very new little bodice effect, one that emphasizes the moulded silhouette. It has no trimming whatsoever, since its material is so decorative and its cut so chic.

V. For the swank sports girl there is this nutty scarlet and white ensemble featuring dots. The frock is white flat crepe with pleated skirt.

Its belt, at natural waistline, and a little waistcoat pocket are lined with scarlet polka dotted crepe. Its tie is scarlet crepe and so is its cardigan. This is unlined, perfectly tailored so that it is reversible. White pearl buttons are on both sides of it.

Nothing could sweeter with this outfit than a white bangkok that flares its brim slightly wider on one side and dips in the back. It is banded with scarlet grosgrain.



V
A Cardigan of Scarlet Crepe
And a White Crepe Frock
Make a Colorful Sports Outfit.
The Hat, Made of White Bangkok,
Is Banded With Scarlet Ribbon.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

May 18th, 1929.

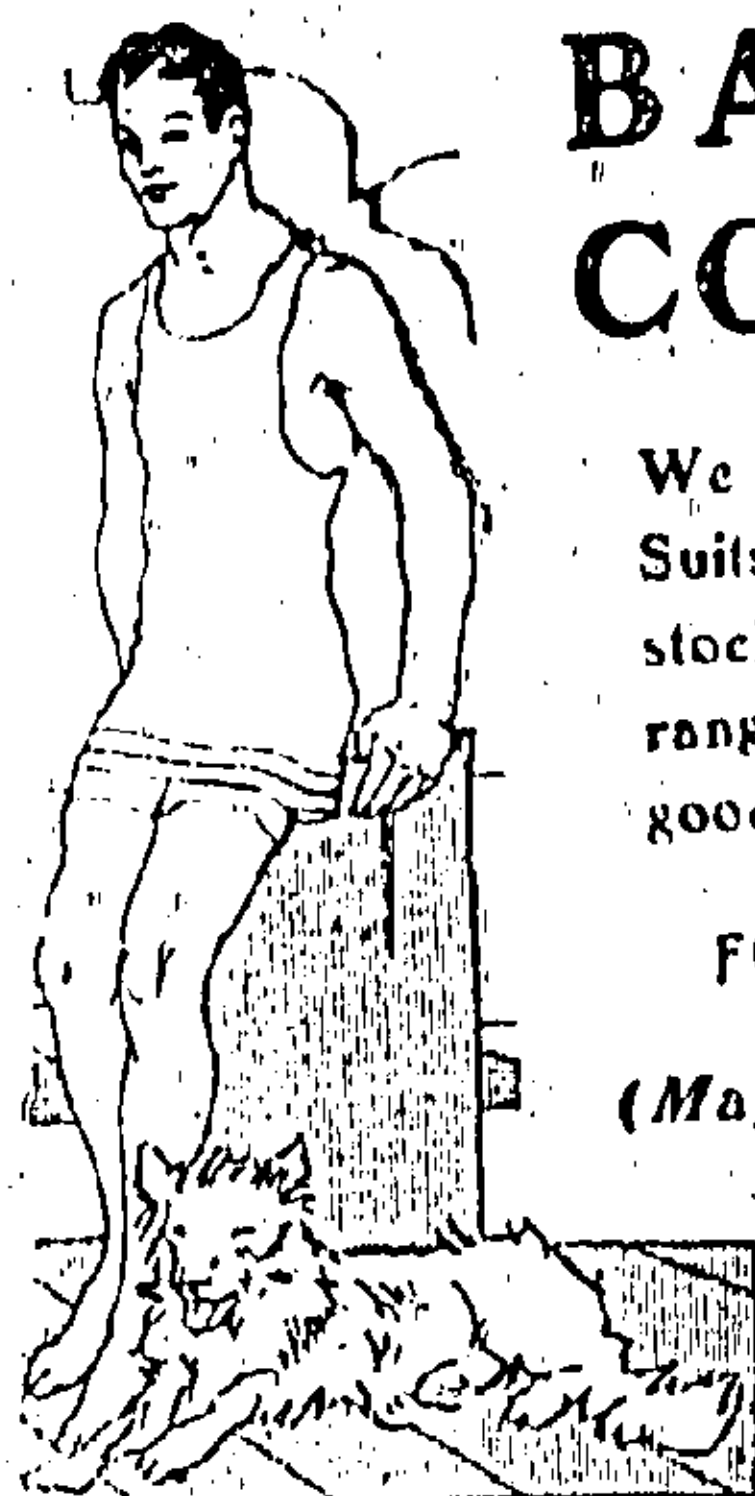
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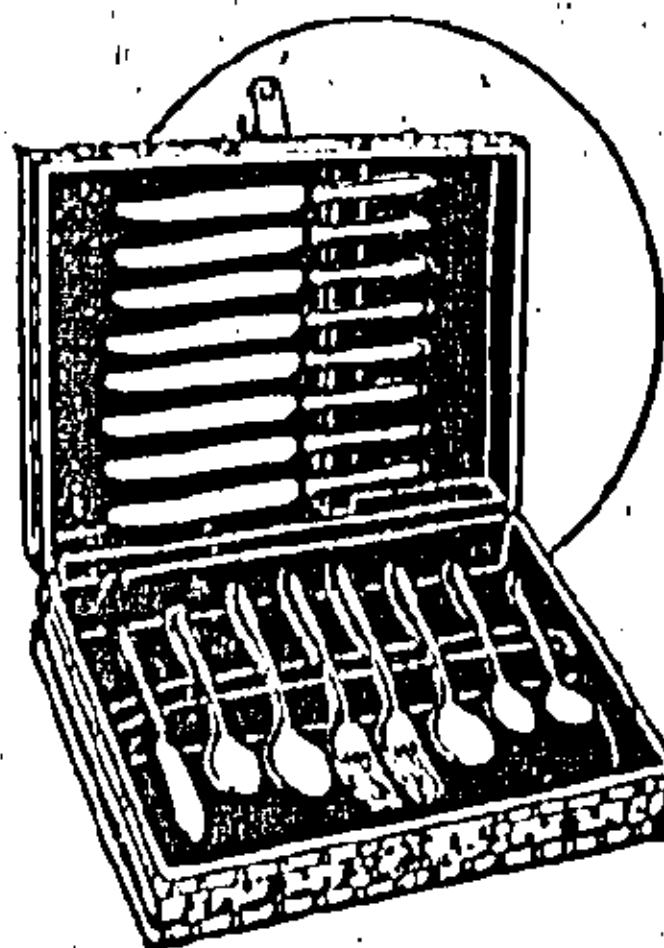
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CHATER ROAD.



Group photograph taken on the occasion of the wedding, on Tuesday, of Mr. Carlton Kwong and Miss Lily Leung. The bridegroom is an import and export merchant and the bride a daughter of the Chairman of the Associated Union of Chinese Seamen. After the wedding a reception was held at Lane, Crawford's Restaurant. (Photo: Mee Cheung).



A fine lot of sportsmen from the 2nd Batin. King's Own Scottish Borderers, being the team which won the Inter-Regimental Athletic Cup at the China Command sports. Lieut.-Col. L. J. Conyn, the Officer Commanding the Battalion, is seated in centre, with the coveted trophy immediately in front of him. (Photo: Mee Cheung).



Photo shows "The Choristers" from H.M.S. Stormcloud, a talented little company of entertainers which has won an admirable reputation on the China Station. They were photographed at the Cheer-O-Y.M.C.A. last week. (Photo: Mee Cheung).



Miss Doris Victoria Mann, the charming fiancée of Mr. W. G. Robertson, of the Pure Cane Molasses Company (Hongkong), Ltd. The wedding takes place on June 1st.

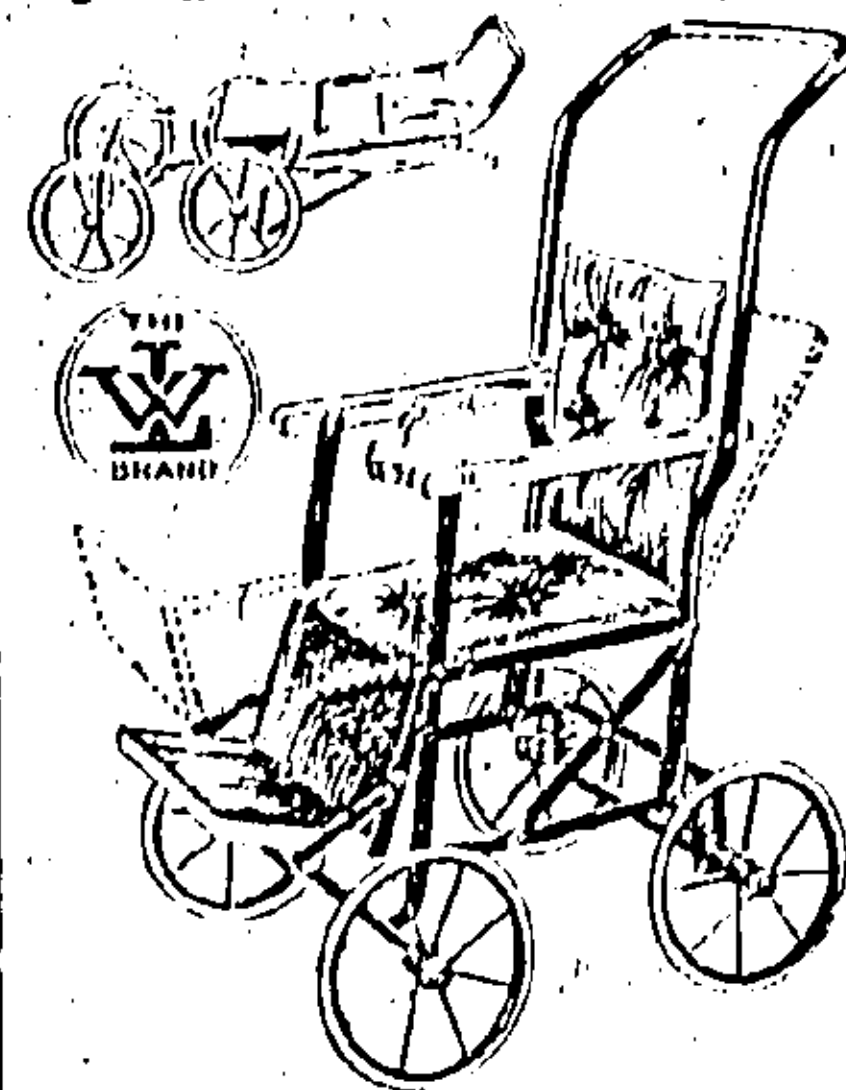


Mr. Carlton Kwong and his bride, photographed after the wedding on Tuesday. (Photo: Mee Cheung).

WHITEAWAY'S NEW SHIPMENT BABY CARS.

THE IMPROVED "FOLDA" CAR

THE IMPROVED "FOLDA" CAR



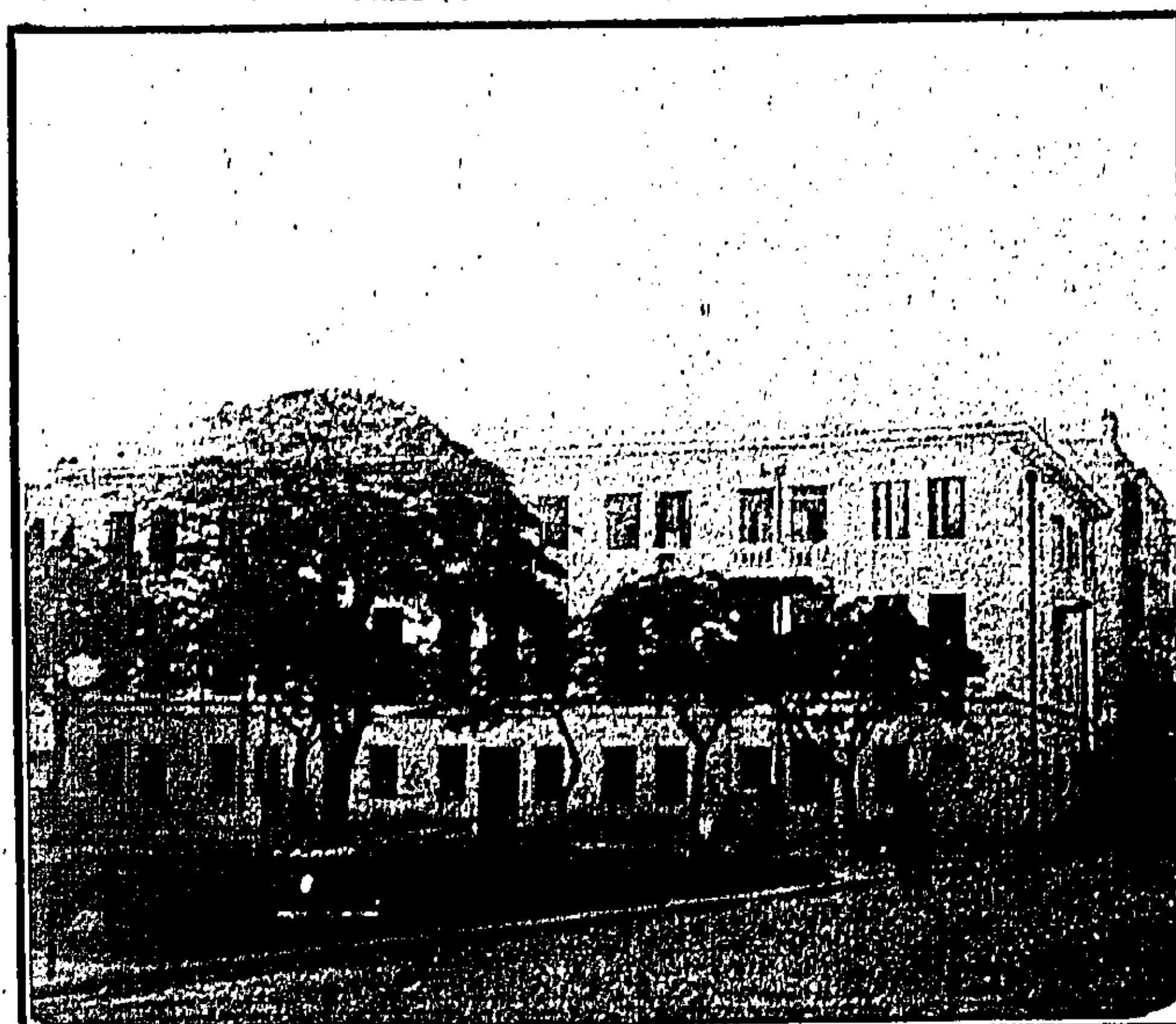
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FIRST FLOOR SHOWROOMS.
WHITEAWAY, LAIDLAW & CO., LTD.



Here is a picture of the Hongkong Telephone Company's fine new sub-exchange building in Kowloon. It is situated on Nathan Road and has only just been completed. (Photo: A Leung Studio).



Two photographs taken at Shamoen this week. Top, crowds of sampans taking refuge between the Bund and foreign gunboats during the naval troubles; below, barbed wire defences erected near the steps on the Bund.

MOTOR NOTES FROM GREAT BRITAIN.

[By "R.A.C."]

A Year of Records.

It appears as if the year 1929 will be remarkable in motoring history for the number of records broken. Certainly the last few months have been crowded with spectacular events. Apart from Major Segrave's epic achievement at Daytona, the giants of the Brooklands track have been busy and winter we saw a number of new records established there by Sunbeam cars. Kaye Don driving a 4-litre model achieved the astonishing lap speed of 132.46 m.p.h., a figure considered impossible until now. Then, Jack Dunfee, with his 2-litre supercharged Sunbeam, established new figures for eight records for distances between 1 kilometre and 10 miles, including an International Class Record.

On the same day A. Donly was busy breaking records with a 598 c.c. A. J. S. Motor cycle and sidecar, establishing new figures for the 50 kilometres, 50 miles, 100 kilometres and 1 hour, the speed for the latter being 86.62 m.p.h. 45 M.P.H. For Over 3 Weeks.

Quite a sensation in motor cycling circles has been caused by the performance of the standard 350 c.c. Dunell on the Montlhery Truck in covering 25,000 miles in just over 23 days at an average speed of 45 m.p.h. including stops. It is realised that the successful achievement of such a test under official observation and, at times, in the face of very trying weather conditions, is the finest possible testimony to the reliability of the machine. The test, of course, entailed continuous running day and night at the hands of a team of riders.

A very pleasant feature of the event was the cordial relations between the French officials and those of the A.C.U. who were actually "observing" the Trial.

Touring By Road and River.

Of course, present day motoring is of such an international character that there must be close co-operation between the various motoring bodies of each nation.

The British Automobile Association has a considerable organisation on the Continent which is of direct assistance to members when

abroad. Only recently when stranded in Central Europe a member wired to the London headquarters for spare parts. Within 24 hours an A.A. official, after a non stop journey, was able to hand the parts to the stranded motorist.

Motor touring is now recognised as one of the most pleasant methods of spending a holiday and many visitors to Britain each year devote at least a proportion of their stay to exploring the delights of the country side. Nowadays it is all so easy; the modern car is reliable itself and it is possible to arrange, with a firm such as Shaw & Kilburn, to acquire a car for the period of the stay with a guarantee of repurchase so that all worry is eliminated and the cost of the whole arrangement can be closely estimated.

Quite a number of people are turning their attention to the rivers and inland waterways realising that only thus can they become acquainted with parts of the country, otherwise inaccessible. From being but the hobby of the moneyed, motor boating has, thanks largely to the manufacturers, entered upon a new phase in which it is clearly within the reach of quite slender purses. Take, for instance, the latest Allisa Craig unit consisting of a 10/16 h.p. engine with 3-bearing crankshaft, synchronised battery ignition and electric lighting and starting equipment which sells at £100. This model marks an important step on the part of British manufacturers to popularise motor boating.

Fashions in Body Design.

The cult of the body sometimes described as the "Sportsman's Coupe" or "Close-coupled saloon" which originally was produced about two years ago continues unabated and there are now to be seen on the roads a number of variations of this attractive type. In the new "Sports Coupe" on the 16/50 h.p. Humber the body is covered in Zupan Weymann fabric. The front seats are of the adjustable bucket type and tip up to allow access to the rear compartment. Footwells are provided to give more leg room, extending under the front seats. A large luggage container is let into the

rear of the body. Triplex safety glass is standardised and another feature of this very modern car is the fitting of a sliding roof, at the option of the owner.

Undoubtedly the "Sportsman's Coupe" combines very satisfactorily the attractions of a two-seater with the advantages and intimacy of saloon. The rear compartment when not in use is accommodated passengers gives ample room for luggage, guns, golfclubs and so on. The Wolseley Co. have found this type of body so popular that they now fit it on their 16/45 h.p. and 21/60 h.p. 6-cylinder models as well as the 21/60 h.p. "straight-eight."

The Spread of the Road Sleeper.

With the spread of road sleeper services throughout the country entirely original types of body are being fitted to coach chassis, often displaying great ingenuity on the part of the designers.

The latest road sleeper to be put into service in England is a Guy six-wheeler operated by Land Liners Ltd. between London and Manchester. This type provides four 4-berth, two double-berth and one single berth cabin thus giving accommodation for 21 passengers, but for day journeys it can quickly be converted to accommodate 44 persons besides the driver and steward. There is also luggage space, kitchen and lavatory and the fare, including "bed and breakfast," is extremely low.

The arrangement of the accommodation in the Pullman sleeper running between Dublin and Cork is most ingenious. Thirty-two passengers can be carried by day in eight different sections, each having two transverse seats for two people facing one another. Four of these are slightly raised from the main floor level and the remainder at the front and rear lower entrance levels. By swinging the back cushion of one seat into a central position and altering the angle of the other to form a headrest the compartments are converted into sleeping berths in a few seconds. The chassis is a 35/50 h.p. A.E.C. with forward drive position and the body is the work of Messrs. Strachan.

Reducing Body Weight.

"Bus & Coach" has drawn attention to the importance of weight reduction in bodywork not only from the point of view of modern speed requirements but to keep down maintenance costs. One of the most interesting directions in which progress is being made is that of double-deckers. One

operating company has encouraged a body-builder to produce a 46-seater weighing just under 30 cwt., that is, under 3½ cwt. per passenger. Further, such lightening efforts always appear to result in improved appearance.

With the increased speed limit on British roads faster chassis for coach and bus bodies are being produced. A good example is the Commer tip type for 20-seater bodies. The 4-cylinder engine gives 33 h.p. at 1,500 r.p.m. and up to 48 h.p. All the controls are light and, indeed, there are many features usually associated only with high grade private cars, as for instance the Marles cam and roller steering gear. The 4-wheel brakes are operated by Dewandre vacuum servo and a power tyre inflator is fitted. It is noteworthy that the engine and 4-speed gear box are entirely separate units as it is found in maintenance that this arrangement saves time compared with unit construction.

An interesting vehicle for the speedy carriage of goods over any class of road is the Karrier "KW6," a new 6-wheeler with more than double the carrying capacity of the medium model. Of the forward drive type this vehicle carries a net load of 8 tons.

During a 2,540 miles test recently the new model gave some indication of its capabilities. Pulling a 4-ton trailer the Karrier was employed in transporting 12-13 ton loads of flour from Liverpool to Birmingham, the outward and return journey of 160 miles being accomplished daily. For the whole period of the test the petrol and oil consumption worked out at 5½ m.p.g. and 370 m.p.g. respectively.

Electrical Equipment for Buses.

As "Motor Transport" very truly points out there are special problems associated with electric lighting and starting installations for buses and coaches. The subject is, in fact, one which requires careful study on the part of operators in order to be in a position to select the most suitable equipment, to obtain the best results from it and maintain it in efficient condition. The journal published a series of helpful articles last year written by an authority on the subject in which the principles governing this type of equipment were surveyed. As to interior lighting, it is an established fact that on a conventional route, other things being equal, the bus or coach with the most brightly lit interior attracts the largest number of passengers. It is undoubtedly a vital factor in

the profitable running of passenger vehicles nowadays.

C. A. Vandervell & Co., whose equipment is standardised for all the leading British chassis makers, employ the compensated voltage control system which is rapidly superseding the three brush or constant current system. The output is not constant for a given speed but depends entirely on the terminal voltage of the battery and the lamp load. Among the distinctive features of this system are that battery voltage is always reasonably high; maintenance is reduced to a minimum; life of the battery is considerably increased; the battery never receives a higher charge than is necessary to keep it in good condition; the dynamo will light one or all lamps direct; should the battery become disconnected, without risk of damage. Incidentally C.A.V. equipments are standardised by the London General Omnibus Co. which owns by far the largest fleet of buses in the world.

Some Corporation Orders.

Another step in the progress of the motor bus for municipal service is marked by the official scrapping of Lincoln's trams and their replacement by Leyland "Titan" buses. Lincoln City had used trams since 1905 and first augmented the service with buses in 1920 when 11 single-deckers were started. Other single deckers were added to the fleet but the need for larger capacity vehicles was obvious. The town's low narrow archways, however, were a bar to the use of the double-decker and it was not until 1927 that the advent of the "Titan" and its successful passage through Stonebow put an end to these difficulties. During the last 18 months the city has relied exclusively on Leylands for additions to its fleet which now includes ten "Titan" and eight "Lions" with a further four "Lions" on order.

Aberdonians are renowned for being hard-headed and for getting full value for money. It is not surprising, therefore, that when the question of purchasing more buses came up for consideration recently a considerable discussion ensued. In the end, a decision by a considerable majority was taken in favour of purchasing Albion vehicles and ten 32-passenger chassis were ordered. This is the second repeat order received by the makers from the Aberdeen Corporation so that it may be taken for granted that in practice Albions are living up to their reputation for economy.

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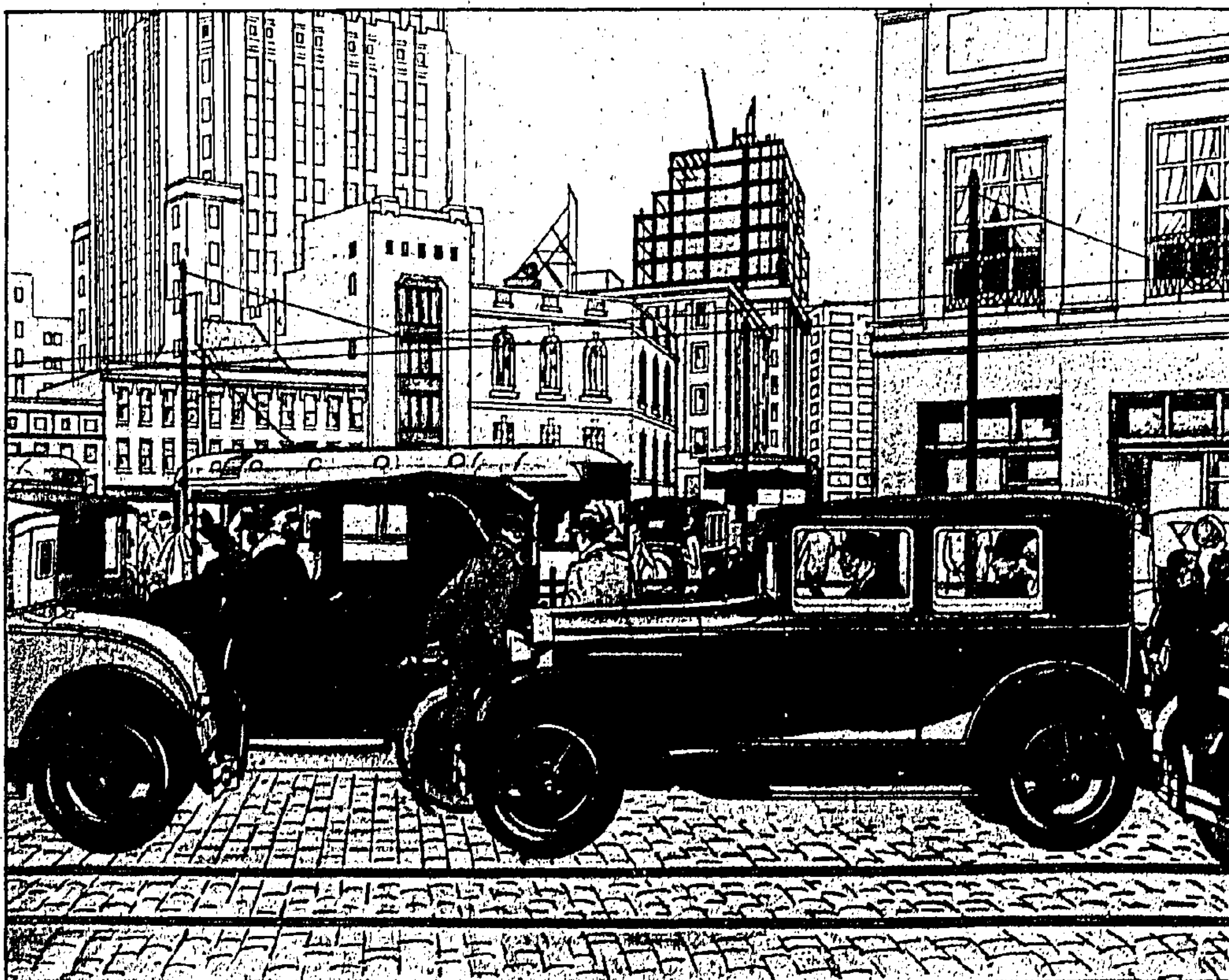


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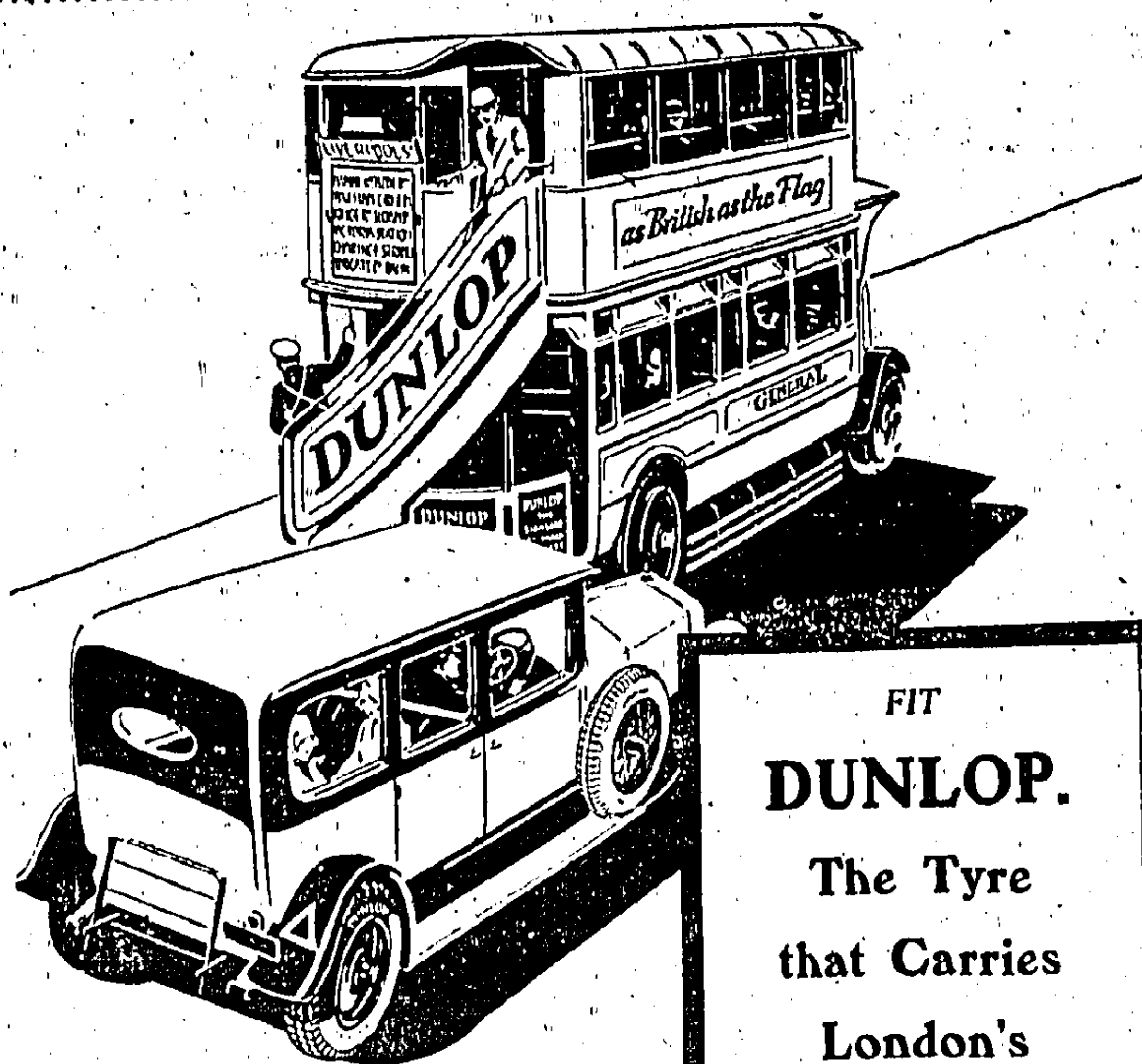
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HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

THE WEAK VALVE SPRING.

Weak valve-springs are a not uncommon cause of faulty engine operation, through their failure to close their valves promptly and positively, missed explosions being quite often traceable to an exhaust valve that holds open slightly, through lack of sufficient spring pressure in conjunction, perhaps, with a carbonized valve-stem. Occasionally an imperfectly hardened spring is assembled into an engine, with the result that it soon takes a "permanent set," becomes permanently shortened and fails to provide nearly the expected valve-seating force. The most convenient time to inspect valve springs is when they have been removed to permit their valves to be ground and their length, when thus free and fully expanded is the best indication as to their condition. In case any one of them is found to be considerably shorter than the average length of the others, it may be inferred that this one is of inferior temper and may be acting so weakly as to cause uncertain seating of its valve, particularly at high engine speed; and as valve springs are not expensive, it may be good judgment to discard suspected ones and replace them with new. The length of an unusual spring, right out of stock and intended for use in the model of engine in question, is the best guide by which to judge whether used springs are still in good condition. Another way of judging a spring is the length which it assumes, when it is compressed by the application of a given weight, and some instruction books state what this weight is and how great the resulting compression should be, but it is bothersome to rig up for this test. If one obtains a spring of the kind in question, which has never been used and finds that the lengths of all the springs removed from the engine are practically the same as this, there is little likelihood that any of them are weak. In connexion

with spring tests, valve stems should be cleaned off and polished to make sure there is no tendency for them to stick in their guides. It is rarely that a valve-spring breaks, but when this happens, the engine begins to miss and inspection at once makes the trouble apparent.

Driving Instruction.

Question:—I am going to teach my daughter to drive. Can you give me any helpful hints as to the best and safest methods?

Answer:—Jack up the rear end of your car securely in your garage or driveway and teach her to start and stop the engine and handle the clutch, gear-shift and brakes until she can perform any control operation instantly and correctly. Then take her out on a driveway, private road or little used highway and give her a long lesson in starting the car from rest and stopping it, until she can do these things perfectly and without hesitation. Teach her to throw out the clutch and apply the footbrake simultaneously, until this action becomes instinctive. Practice driving on low and second speed first, for dexterity in steering and throttle control. Give her practice in backing and turning around. After thorough instruction along these lines, take her out into light traffic, holding yourself in instant readiness to prevent any accident. Warn her especially against over confidence and speeds other than the slowest. Short and numerous lessons are much better than long, tiring ones.

Loose Bearing and Brake Adjustment.

Question:—I cannot get the brakes of my 1920 car adjusted right. Even though I set both bands so that a thin piece of sheet metal will pass between them and their drums at all points, just as soon as I run the car for any distance both brakes begin to smoke and the radiator heats up. Why is this and what is the remedy for it?

Answer:—You will probably find that the outer bearings of the rear axle shafts are loose, so that the drums are slightly lower when the axle is jacked up than when the car weight is on it. Adjusting the bands with the car jacked up gives a false setting of the bands and their upper halves drag on their drums, when the car is let down. Possibly you can make allowance for this by adjusting the lower halves of the bands very loose and the upper halves tight, but it would be much better to take up the lost motion in the bearings, so that the drums will not vary in position between a jacked up and running condition.

Vibration at 17 m.p.h.

Question:—My car, which I have driven about 700 miles, has an unusual amount of vibration at a speed of 17 or 18 m.p.h., but runs smoothly at speeds above or below these. The engine has good compression and runs well with the above exception. Would the installation of crankshaft counter-balances remove this trouble?

Answer:—In our opinion this vibration is not directly attributable to anything wrong with the engine and we do not think that

counter-balances are required in this case. They are primarily intended to reduce vibration at very high speeds and you say that your engine runs smoothly except at the narrow speed range which you mention. Our opinion is that there is some part of your car, other than the engine, which is loose and has a natural period of vibration equal to that of the engine when driving the car at the speeds you specify, and that it is the vibration of this part, which you notice. Are you sure that the muffler and the exhaust piping are tight; that none of the control rods are so they can shake unduly and that there are no sheet metal parts which are capable of shaking. Your drive shaft is not sprung and out of balance, is it? The fact that your engine runs smoothly at higher speeds, makes us very incredulous as to there being anything wrong with it.

Liquid for Brake Cylinders.

Question:—What is the best liquid to use in hydraulic brake systems?

Answer:—A mixture of equal parts, by volume, of pure medicinal castor oil and denatured grain alcohol, is the liquid recommended.

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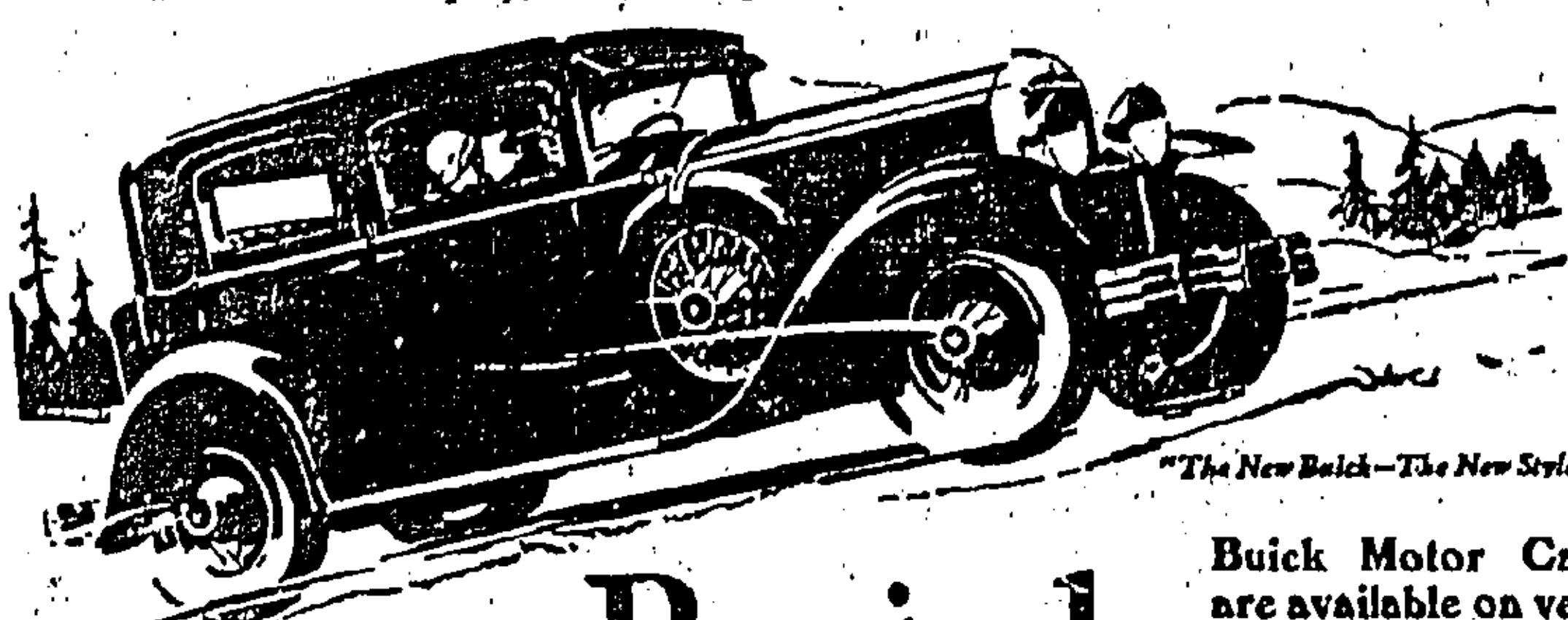
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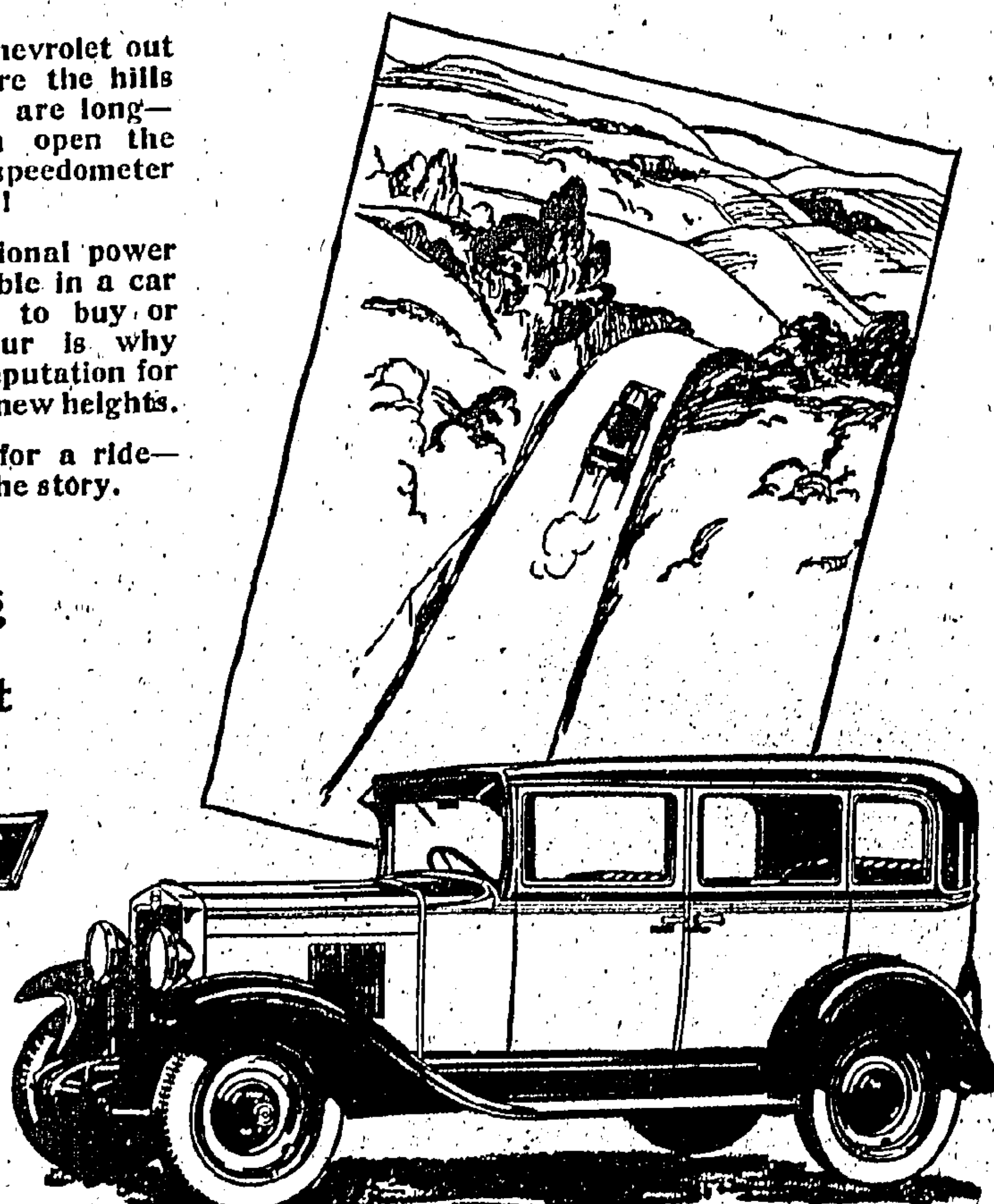
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MOTOR CYCLE TEST.

Twenty-five Thousand
Mile Run.MANY LESSONS
LEARN'T.

The high-speed endurance test, carried out by a British motor cycle on the Montlhery track outside Paris was brought to a triumphant conclusion on Easter Sunday. Since the commencement of the trial 15,800 laps of the track have been covered, making a total of 25,000 miles. This is equivalent to a circuit of the globe at the equator, and is believed to be the greatest distance ever accomplished in one spell by a mechanically-propelled vehicle.

The machine, which was ridden in relays by a team of seven British riders, was a standard 350 c.c. overhead valve Dunlop, and was selected from stock by the Auto Cycle Union, who conducted and officially observed the whole test. The engine was never decarbonised throughout the test, and the oil consumption worked out at 1.190 miles to the gallon. The front tyre remained unchanged for the whole of the 25,000 miles; but the rear tyre was changed at about 13,000 miles. This was done merely as a precautionary measure, as it was still quite serviceable for ordinary purposes.

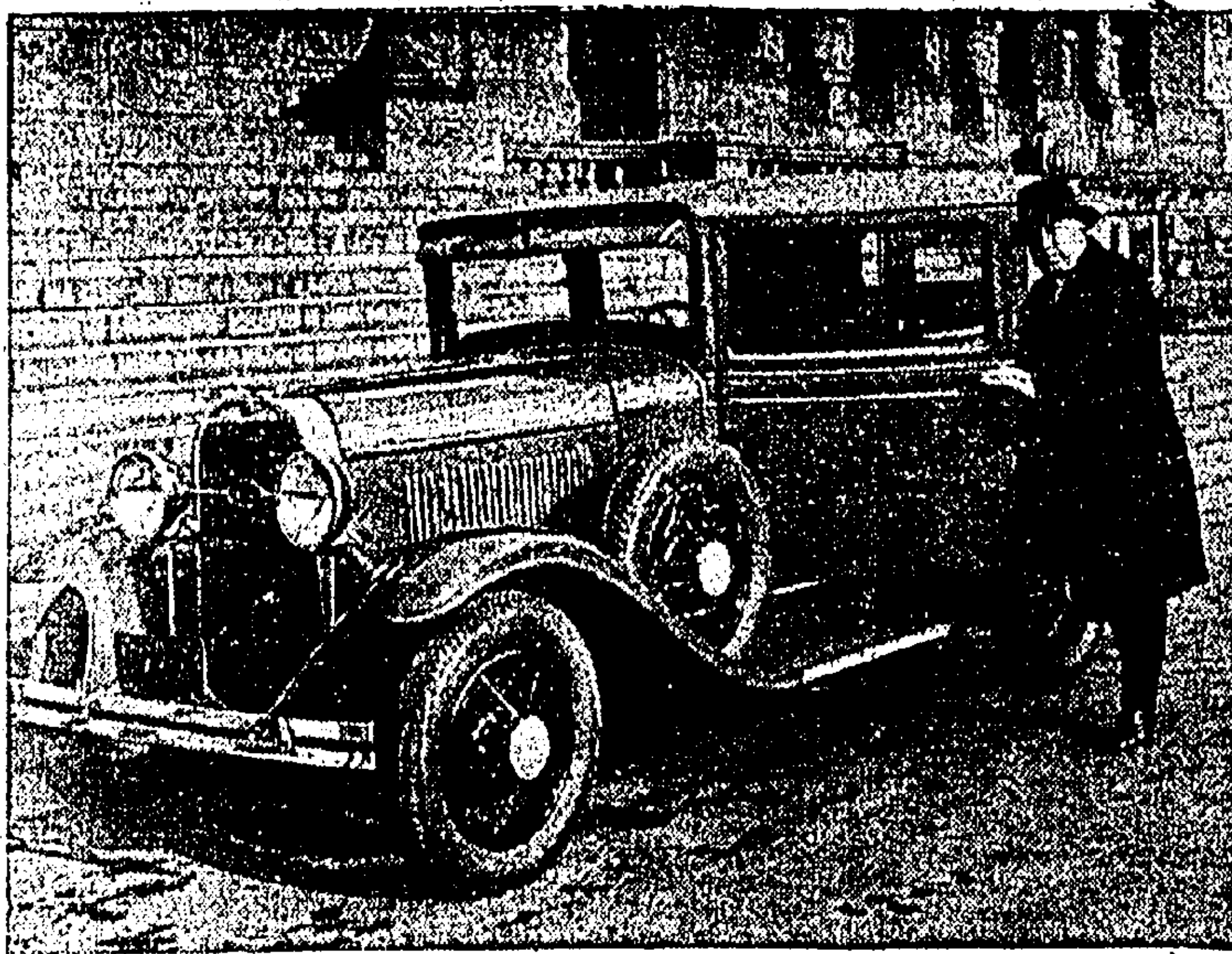
Three Year's Mileage.
The actual time occupied was 23 days 2 hours and 9 minutes, and the average speed worked out at 45.11 m.p.h. including all stops.

This is all the more creditable when it is recalled that during the second week the riders were severely handicapped by fog and ice on the track. The Miller lighting set, which is fitted as standard on this Dunlop model, was in use from dusk till dawn every night of the test, as the track itself was not illuminated.

These results are of very considerable value to motor cyclists, revealing as they do the extreme reliability and economy of the British machine of to-day. For this test may be said to have crowded three years strenuous riding into little over three weeks, and that at practically double the average speed ever likely to be required by the ordinary motor cyclist.

New Records at Brooklands.
An extraordinary number of records were broken at Brooklands on the first Saturday in April by Mr. Jack Dunfee in his 6-cylinder 2-litre supercharged Sunbeam. He attacked a number of British records in Class "E" i.e. for cars between 1,500 c.c. and 2,000 c.c., and succeeded in establishing new figures for the following eight records. The one mile (both flying and standing starts). The five miles (flying start) and the ten miles (flying start). The one kilometre (both flying and standing starts) and the five kilometres (flying start) and the ten kilometres (flying start). This last also established an International class record, the speed working out at 197.791 k.p.h., though Mr. Dunfee's fastest time of the day was for the one kilometre (flying start) when he did 201.229 k.p.h. at 125.03 m.p.h.

FRENCH DESIGNER BUYS OLDSMOBILE.



The beauty of an American designed and manufactured automobile has received the approval of Paul Poirot, famous Parisian designer and stylist. During a recent visit to America Mr. Poirot admired the Oldsmobile de luxe landau so much that he bought one for his personal use.

Arrangements were made for the Oldsmobile to be delivered by the General Motors Export Company to Mr. Poirot when he arrived in France.

The entire transaction was started and consummated within the first few minutes following the opening of the General Motors special exhibit held concurrently with the Chicago Automobile Show. Mr. Poirot had just arrived in Chicago, while on a

lecture tour of the United States and happened to visit the General Motors display. An Oldsmobile de luxe landau in the lobby at once attracted his attention. Admiration turned to desire of ownership and soon he signed an order for the car, the first order taken at the special exhibit.

"Your car has the most artistic lines of any automobile I have seen," declared Mr. Poirot. "It is graceful throughout. There is not a discordant note in the entire ensemble. The colour combinations are perfect as are the interior fittings."

"For years Paris has been fortunate in being recognized as the style centre of Europe. Women have accorded it this honour by looking to Paris for their cos-

NOVEL THIEF TRAP.

Tyre Test Fleet's
3,000,000 Mile Run.

Nearly 1,000,000 miles have now been covered in twelve months by the fleet of motor cars, heavy vehicles, motor cycles and cycles which is continually issuing from Fort Dunlop, Birmingham, to try out tyres on every sort of road.

The most dramatic test made was carried out, at the request of the police, with a spiked mat for stopping thieves escaping by motor car. The mat effectually punctured all four tyres, which were of the wired variety, at speed, and, although they instantly went flat, not one of them left its well-base rim nor did any dangerous consequences ensue either to the mock criminals in the car or to those watching them.

The actual distance covered by the whole fleet was 920,000 miles and by night or by day there was at least one of its units upon the highway throughout the year.

Wall, however, the only way to fix this is to have the jacket welded. The crack might have resulted from overheating of the engine.

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RADIATOR CARE.

Useful Hints.

Due to the overheated condition of the motor, in summer, the cooling system requires close attention.

Water has to be up to the top of the radiator, especially on a long trip. The fan belt should be tight. The rubber hose connections should be in good condition

and the pump packing should be secure.

These, however, are comparatively unimportant while the condition of the interior of the cooling system remains unattended. It is here that trouble might start, if no attention is given it.

Water, with its impurities, isn't at all beneficial to the metal casing that contains it. Rust accumulates easily, in the radiator and in the cooling jacket. Lime, in some parts of the country, collects along the walls of the jacket and in the radiator pipes.

It is essential that these be cleaned out, or the motorist will face the hazard of holes being eaten through the metal and of leaks resulting.

The cooling system, therefore, should be flushed out about once a month, especially after a long trip. The old water should be drained out and fresh water poured in slowly through the top, while the engine is kept running. It is advisable to let the water run from a hose, with the engine running, while the pet cock below is open. The water can be kept flushing the radiator until there is a semblance of clearer water than what first came out of the system.

Sometimes no end of flushing will clear all the rust out of the cooling system. Then, a solution of ordinary baking soda—about half of a cupful to a gallon of water—should be poured into the radiator, the pet-cock below shut, and the engine kept running with the spark retarded until the water boils.

The spark should be advanced and the engine kept running for about fifteen minutes, after which the solution in the cooling system should be drained out.

Then the system should be flushed, as described, and filled with fresh water.

When lime accumulates in the radiator or water jacket, or rust is too thick even for the baking soda to wash out, pure muriatic acid may be used—about a quart to three gallons of water. The engine should be run, with the spark retarded until the solution boils. Then the spark should be advanced and the engine kept running for about 15 or 20 minutes.

After this, the system should be drained and flushed thoroughly with fresh water. It is good practice, in this case, to repeat this process with the use of baking soda, in order that the acid may be neutralized. The baking soda solution then should be drained, the system flushed and new water put in.

Never use a liquid solder or other automotive "nostrum" to cure radiator leaks. There is considerable possibility of plugging up the entire radiator with such cure and preventing circulation of the water.

SCHNEIDER
TROPHY.Over 1,000,000 Spec-
tators Expected.

OFFERS OF SUPPORT.

Stimulating offers of support for the Royal Aero Club in its preparation for the next Schneider Trophy Race have resulted from a conference between representatives of the Admiralty, the Royal Air Force, the shipping companies, and local authorities of the towns in the area over which the race will be flown.

The Aero Club estimates that the event will cost between £15,000 and £20,000, if the British and foreign competitors are to be adequately provided for during their visit. Towards this sum Sir Charles Wakefield has promised £5,000, and further financial support has been promised by Portsmouth, Southampton, Southsea, and the Isle of Wight towns.

The contest, which is fixed to take place on September 6 and 7, over a course of 350 kilometres, will comprise five circuits of a route including: Cowes, Ryde, Selsey, Southsea, Portsmouth, Gosport, and Lee-on-Solent.

The Course.

As was recently announced, the club have decided that the course will be a quadrilateral and not a triangle, thus obviating the sharp turns. The course will be flown five times, making a total of 217 miles. The race will begin and end at Cowes.

Representatives of the Royal Aero Club have held a conference in London with the Lord Mayors of the principal places on the course with a view to impressing upon them the necessity of making adequate arrangements for the reception and accommodation of the crowds who will watch the race. Over 1,000,000 people are expected around the course. In order to accommodate some of the immense crowd it is proposed to anchor big liners in Southampton Water and the Solent to act as floating grandstands.

Four nations will compete—France, Italy, and America all having entered challenges. Britain will be defending the trophy. When the Supermarine Napier seaplane won the last race for Britain at Venice in 1927 its averaged speed was 281½ miles per hour. This year's machines are expected to reach 360 miles an hour, or six miles a minute.

If there is a leak in the radiator, no matter how slight, it is best to have the hole soldered from the outside. Often soldering alone won't do, and a new pipe must be inserted. This isn't much of a job, but it requires the work of a radiator repair man.

If there is a leak in the water-jacket, sometimes letting rust accumulate at the leak is enough to stop it. If there is a crack in the

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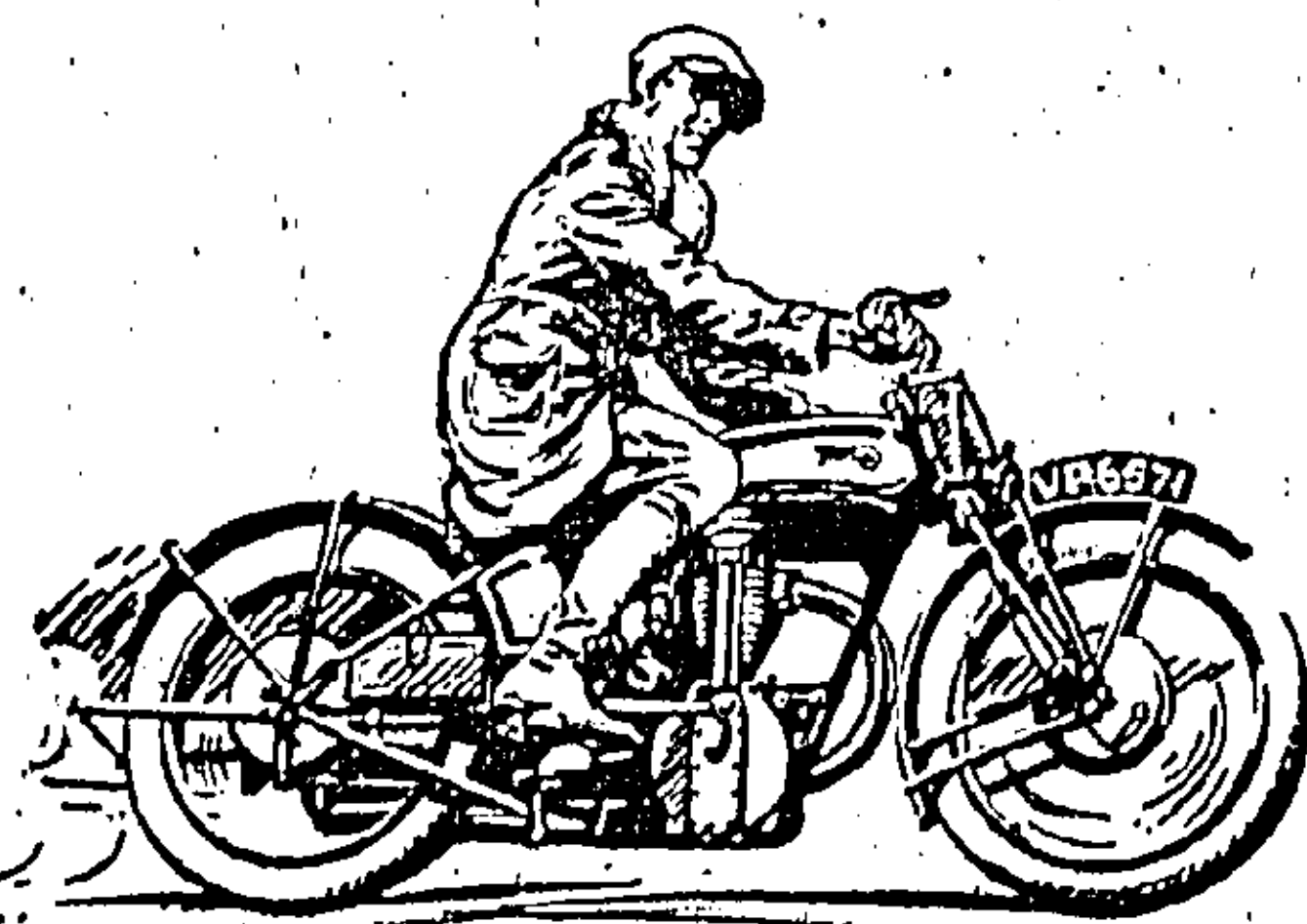
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HONGKONG.

THE ELECTION FOR CONVOCATION.

ADMINISTRATION OF THE CHURCH.

Two General Elections are on the eve of being contested in England to-day.

While political parties are clamouring to win public approbation for their schemes for the temporal welfare of the State, spiritual politicians are vigorously prosecuting their campaigns for the General Election of the oldest legislative body in the world—the Convocation.

The General Elections of the Convocation have been held in uninterrupted succession for almost 1,500 years, and in conjunction with the Parliamentary elections since the Thirteenth Century. Until the end of the Great War they were rarely contested, and therefore did not disturb the pre-occupation of laymen with temporal affairs.

The heavy arrears of ecclesiastical legislation which have demanded attention since 1919 have added the zest of party strife to the contest and the elections this year are being fought more strenuously than ever before. A party of prospective Proctors in Convocation has emerged under the name of the Westminster Group, standing in support of the Bishops and official laymen in favour of centralised Church administration.

In opposition thereto has appeared a party contesting bureaucracy, and demanding that the ancient rights and privileges of the parish priest shall not suffer further curtailment.

Election addresses are being circulated among the clerical electorate, meetings are being held and letters addressed to the Press, and in more than one diocese disputes have arisen which have led to some bitterness of feeling.

Practice of Edward I.

With an interval of only two centuries since Anglo-Saxon times, the Convocation has sat side by side with the temporal body in the National Legislature. It was an integral part of the Witenagemot, which was presided over jointly by the spiritual and temporal personages holding jurisdiction.

Matters of ecclesiastical law were there determined by the spiritual head and matters of secular law by the temporal head. The voting of the freemen was carried out on the same principle, the Convocation determining ecclesiastical affairs, the laymen secular affairs, matters of mixed import being determined by both concurrently.

At the Norman Conquest William I. endeavoured to introduce the Continental conception of the Emperor as the Court of Appeal from all other courts, and the Church resisted him. Consequently the Convocational system was for a time separated from the Parliamentary. In the reign of Edward I., however, the two systems were reunited in order that a Great Council of the Nation might be held, consisting of four Houses—the Lords Spiritual and Temporal, and the Commons Spiritual and Temporal.

In accordance with the practice adopted by Edward I.—which has ever since been followed—the King will despatch a Royal Writ to the Archbishop of Canterbury as soon as the date of assembly of the new Parliament has been decided, requesting him "by reason of certain difficult and urgent affairs," to summon the Convocation to meet on the same day in the following terms:

Royal Writ.

"We command you, entreating you by the Faith and Love which you owe to Us, that having in due manner considered and weighed the premises, you call together with all convenient speed in lawful manner all and singular the Bishops of your Province and Deans of your Cathedral Churches, and also the Archdeacons, Chapters and Colleges, and the whole Clergy of every Diocese of the same Province, to appear before you in the Cathedral Church of St. Paul, London, . . . to treat of, agree to and conclude upon the Premises and other things which to them shall then at the same place be more clearly explained on Our behalf. And this as you love Us, the State of our Kingdom, and Honour and good of our aforesaid Church, by no means omit."

On receipt of the Royal Writ the Archbishop of Canterbury will require his Bishops to summon the whole clergy of their dioceses to elect "discreet and learned" Proctors to represent them, and enjoin them to attend with the elected representatives at the appointed time and place.

The elections will be carried out early in June, within a few days of the Parliamentary elections, on the proportional representation system, the dioceses being the constituencies.

The new Convocation will meet in St. Paul's Cathedral, in accordance with ancient custom, on the day that the King opens the new Parliament, and after hearing a sermon preached in Latin, will adjourn to Westminster, where a loyal reply will be moved to the King's speech.

MANDARIN YELLOW

The New Duofold Pen with flashing Black Tips

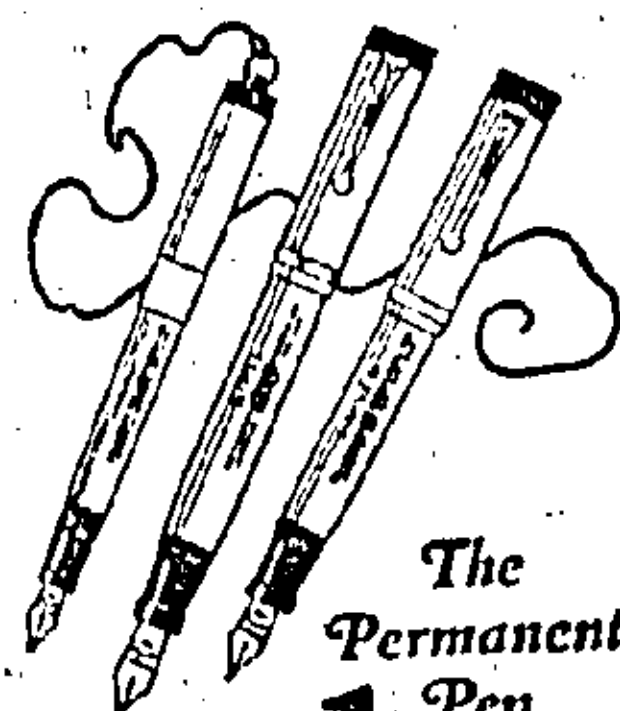
Mandarin Yellow—long secluded among Oriental Art Objects—now is given the world in the Parker Duofold Pen, and Duofold Pencil to match.

This rare and exotic color was found by Geo. S. Parker in a vase amid an art collection in the Far East. He brought it to America, and The Parker Pen Company reproduced it in Parker Permanent—the lustrous material that they now use instead of rubber for Parker Pen and Pencil Barrels.

They make these Permanent Duofold barrels in 3 hand-sizes—Over-size, Junior and slender Lady Duofold. And in 6 jewel-like color combinations—Jade, Lacquer-red, Lapis Lazuli Blue, Black and Gold—and now Mandarin Yellow—all with smart black tips.

But don't depend on color only—look for "Geo. S. Parker" on the barrel if you want the genuine Duofold.

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The Permanent Pen
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THE "UNITED REICH."

WALDECK LEADS THE WAY IN GERMANY.

The incorporation of the Free State of Waldeck with Prussia—a form of expression preferable to the "annexation" of Waldeck by Prussia, as reported by Prussia's enemies—leaves the German Reich with seventeen federal States and the hope, in certain quarters, of a gradual amalgamation of all seventeen into the parent body.

Waldeck has gained considerably in importance, according to the Prussian Premier, Dr. Braun, by pointing the way for other federal States to follow. He is optimistic enough to say that Prussia herself will be entirely willing to give up her individual identity and become an indistinguishable part of united Germany once the other States agree to follow suit. This is the democratic ideal in Germany to-day. The trouble is that South Germany fears that the united Reich would represent one vast Prussia in outlook and ideals.

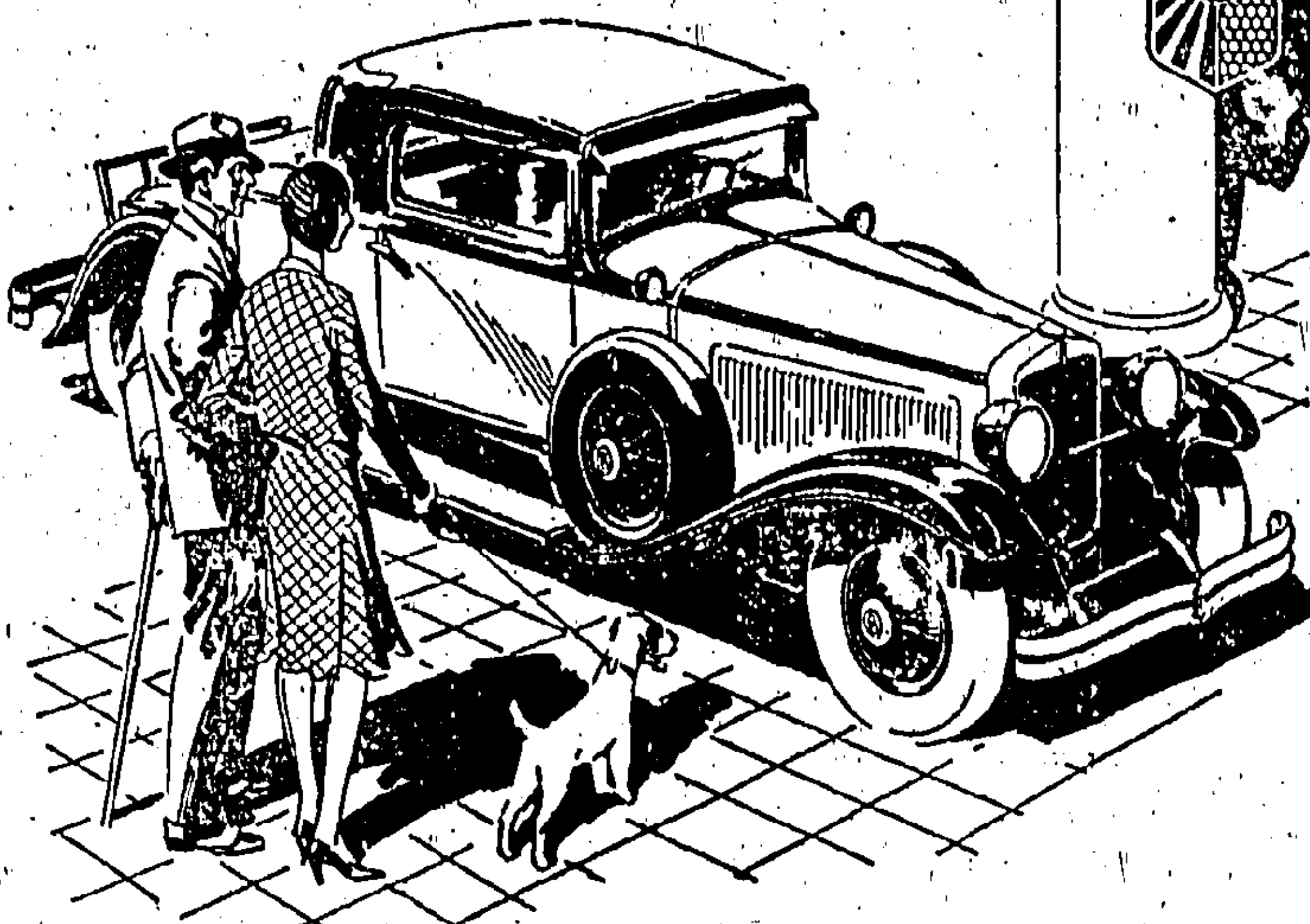
The Waldeck celebrations were rendered easier by the fact that Waldeck's original flag bore the present Republican colours of black, red, and gold. The sight of this, beside the Prussian colours, was actually soothing to Waldeckians. Half Germany's present inner political troubles are due to such trivial matters as to which flag is suitable for special occasions. Local compromises with civic banners cannot be employed on all occasions.

But the economic and financial problems which have now been solved in Waldeck are those indicated in the last report of the Reparations Agent-General. There will, it is being argued over every German beer-table, where the debating societies meet—every German club is a debating society—be no peace for the other seventeen States till they have followed Waldeck's example. And then, as the happy coincidence will occur again, the flag question will be solved by something in the nature of a star-spangled banner, for the design of which a national prize will have to be offered.

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VERY noticeable, is the enthusiasm for the new Nash "400" exhibited by people who drive solely for pleasure and sport.

Its low-slung, racing balance, its marvelous driving touch, the smooth rhythm of its dynamic new Twin Ignition motor, its many costly-car features and luxuries—centralized chassis lubrication, hydraulic shock absorbers, specially designed humpers, and the like—all combine to give the "400" owner a type of motoring far more satisfying than any he has known.

Built as it is, appointed as it is, performing as it does, the "400" would undoubtedly be more expensive in price were it not for the enormous volume of Nash production.

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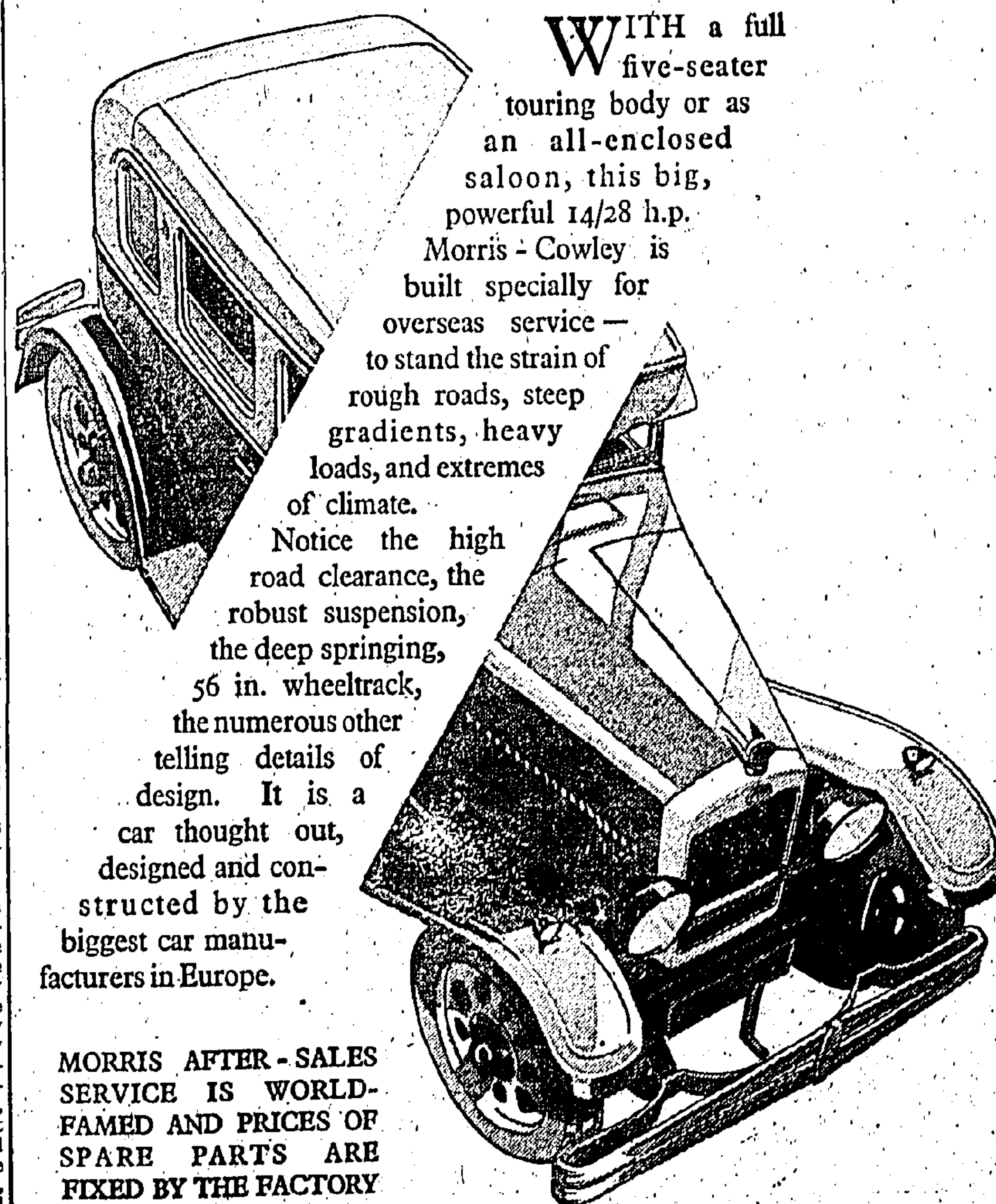
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ROUND THE WORLD SERIES No. 4

D'AGUILAR RADIO STATION.**ALTERATION OF WAVE LENGTH NOTIFIED.****CHANGED SERVICES.**

It is notified that on and after 1st June, 1929, the following alterations to wavelengths and services of Cape D'Aguliar Radio Station will be effected:—

The use of the wavelengths of 2000 and 2800 metres will be discontinued.

For long continuous wave communication the station will use wavelengths as follows:—

Frequency	Wavelength
(1) General Communication Wave	145 k/c/s 2000
(2) Reception Wave for Traffic from Ships at Sea	120 k/c/s 2400-2450
(3) Normal Communication Wave	108 k/c/s 2000-2400

The station is open for communication with ships on the "General Communication Wave" during the routine periods given below. At the commencement of each of the periods the station will transmit traffic lists, after which, it signifies its readiness to receive calls from ships and to make arrangements for the exchange of traffic on the "Normal Communication Wave."

G. M. T.
(0635-0545)
General Communication (0635-0545)
Wave Routines (1335-1345)
(2235-2245)
(2335-2345)

The station will transmit traffic to ships on 2913 metres and will receive traffic from them on a wavelength in the band 2000 to 2400 metres as arranged during the routines on the "General Communication Wave." The Station will commence working traffic at 48 minutes past the hour in which the General Communication routines occur.

The Station also conducts fixed point services with certain points in South China using the wavelength of 2913 metres for transmission.

Time Signals sent from the Royal Observatory, Hongkong, will be transmitted on the wavelength of 2913 metres I.C.W. between 0155 and 0200 GMT and between 1255 and 1300 GMT.

Weather Reports will be transmitted on the wavelength of 2913 metres C.W. at 0500 and 1300 GMT.

Navigation Warnings and Storm Warnings will be transmitted on 2913 metres C.W. immediately following the weather reports at 0500 and 1300 GMT.

"FAST-AND-LOOSE" POLICY.**AMERICAN COMMENT ON MR. SNOWDEN'S SPEECH.**

New York, Apr. 18. Such American newspapers as comment on Mr. Snowden's war debt speech do not seem alarmed at the possibility that the Balfour Note may be repudiated, but like Sir Austen Chamberlain, are surprised that such a statement should have been made at the present stage of the negotiations in Paris.

The *Baltimore Sun* is inclined to twit Mr. Snowden for denouncing the Balfour Note, which, it considers, he should find satisfactory not only for its strictures on United States debt policy, but also as a step toward the debt cancellation he favours.

The New York *Times* likens what it terms "rasping, sometimes violent, language" to the methods of the most noted tail-twisters of the United States Senate. It asks what would be the object of France in ratifying the debt settlement with Great Britain "if the Opposition Party is sure to come into power some time committed to that fast-and-loose policy Mr. Snowden seeks to force on it?"

French Comment.

Paris, Apr. 18. The *Temps* soundly trounces Mr. Snowden for his repudiation of Great Britain's word. "We might," states the paper in its leading article, "despite Mr. Snowden's insults—the base denegation and revolutionary character of which agrees too well with the spoliation methods of Russian Bolshevism for serious notice to be taken of it—but what is grave is that the speaker should have declared in the House of Commons that his party had never subscribed to the Balfour Note, a Note which constitutes an 'infamy' in his eyes, and that he and his friends consider themselves free to repudiate it."

The *Temps* also comments caustically on Mr. Ramsey MacDonald's position, saying: "It is strange that the Labour Leader, who so loudly voiced his sympathies for France when he was received on a recent occasion in Paris, should not have found fitting terms in which to reprove the insults addressed by Mr. Snowden to our country. This gives a poor idea of the authority and personal prestige of Mr. MacDonald in his own party."

M. CLEMENCEAU AND FOCH.**DISPUTE OVER U.S. ARMY COMMAND.****PERSHING CRITICISED.**

Paris, Apr. 18.

A volume of interviews with the late Marshal Foch will shortly be published by M. Raymond. Recently, a well-known French journalist, and extracts from it will appear in the Paris Press tomorrow.

The most remarkable point in the publication is a statement alleged to have been made by Marshal Foch that M. Clemenceau wished General Pershing to be removed from his command of the American Expeditionary Force.

"The Tiger," to whom the volume has been submitted, would only comment: "I refuse to make polemics on a tomb."

Marshal Foch is quoted by M. Raymond as declaring that Clemenceau accused General Pershing of being the chief cause of the inefficient aid lent by the Americans to their allies.

"Too Much Patience."

"Clemenceau," he is stated to have said, "thought towards the end of the war that the American army was not rendering us the service that it should; and that this principally was the fault of its commander, General Pershing. He reproached General Pershing with seeking above all to organize an autonomous army, equipped with a large and important staff, and operating alone without regard for others. He reproached me with showing too much patience and being too accommodating, saying, 'You will have to answer for it before the country.'"

Foch's Stand.

Foch replied that he was perfectly ready to do so. Clemenceau, whom the Marshal calls "a Don Quixote," returned to the charge, declaring that General Pershing was responsible for the poor utilisation of the American troops. Foch remained true to his "method of command based on persuasion more than severity."

The Marshal is quoted as saying after St. Mihiel, "The American army was young and novice; it was necessary to take it as it was. Moreover it has already rendered great service and should render still greater."

To insist on a change of command, thought Foch, would be to risk a good deal, and to bring politics into the matter, with the consequence that the last state might easily be worse than the first.

It is believed that M. Clemenceau may be induced later to break his silence on the subject.

HONGKONG RACES.**GOOD PROSPECTS FOR THE MEETING TO-DAY.**

[By "Ringtail"]

Eight races are down for decision in a first-class programme of varied events at Happy Valley Racecourse this afternoon. The first race will commence at 3 p.m. sharp.

As all the stands in the public enclosure are demolished, provision has been made whereby betters can register their bets in a matting structure which has been specially built to accommodate the backing public. My selections are:

1st Race.

- 1 King's Parade
- 2 False Alarm
- 3 Rummy.

2nd Race.

- 1 Zircon or Glory
- 2 Cream Cracker
- 3 Erstwhile.

3rd Race.

- 1 Young Pretender
- 2 Imperial Hall
- 3 San Francisco.

4th Race.

- 1 Chesapeake Bay
- 2 Christmas Chimes
- 3 Monterey Bay.

5th Race.

- 1 O' Moon
- 2 Skinfaxi
- 3 The Ape.

6th Race.

- 1 Armony
- 2 Papaya
- 3 Duke of Milan.

7th Race.

- 1 Heard's Mount.
- 2 Nara Stag
- 3 Szatmar.

8th Race.

- 1 Grand Tattoo Eve
- 2 Town Hall
- 3 One Third.

THE DEEP-WATER SCHOOLS.**MERCHANT SERVICE MENTORS.**

By Douglas Kiersack.

There has been no word from the great Danish sailing-ship *Kobenhavn* for over one hundred days. In December last, she cleared the River Plate for Melbourne, carrying sixty cadets. Since then, silence, and so the Antarctic islands will be searched for some trace of the giant barque.

The sailors are few and far between now, and *Kobenhavn* is the greatest of them all. She was built at Leith in 1921 at a time when shipping was in a parlous state. But she was built for a purpose—to be a training-ship for boys anxious to enter the service of the Danish Asiatic Company. A training-ship she has been ever since, sailing with a crew composed almost entirely of cadets.

Here is a paradox if you like. Most of the large sailing-ships still in commission were built in British yards. Now they fly the flags of Finland or Denmark or Sweden, and put to sea as cadet ships, for the Scandinavians insist that those of their countrymen who wish to take charge of ships at sea must have deepwater sailing-ship experience. We have no blue-water training-ship, so young Englishmen sign on, to train at sea, in an erstwhile British ship!

Germany has still a small fleet of sailing-ships in which the officers of the German merchant service must receive their early training. For example, the Hamburg *Laezler* Line has its "P" boats—*Pasat*, *Prival*, *Pamir*, *Parma*, *Peking*, *Padua*, and *Pinnas*. These ships, manned by German boys for the most part, sail from Germany to Chile with coal and coke and load nitrates for the homeward run. All, with the exception of *Pinnas*—she is a full-rigged ship—are four-masted barques. The merchant service has so strong a hold on the imagination of the average German boy that, falling a berth in a German ship, he will sign on in a Swede or a Dane.

Finland, has, of course, the largest fleet of deep-water sailing-ships left, those of Captain Gustaf Erikson. Five of Captain Erikson's ships are training-ships, the most famous of all being *Herzogin Cecilie*. *Herzogin Cecilie* was built at Gesteemunde as a training-ship for the Norddeutscher Lloyd. After the War, she was handed to the French and bought from them for a comparatively small figure by Captain Erikson. She is a fine ship of over 3,000 tons, with a good speed, loving a gale of wind.

In 1927, she was one of the seventeen deep-sea sailers that raced to England from Australia. She did the voyage in eighty-eight days, *Kobenhavn* in one hundred and ten days. Two Britishers were in the race, *Garthpool* and *William Mitchell*. Of *Garthpool*—the last British survivor of all—we may hear more, for there is a movement to preserve her as we have preserved *Victory* and *Cutty Sark*. Sweden has only big sailing ships left—*Beatrice*, built at Greenock in 1881 by Steele and C. B. Pedersen. Both these ships are subsidised by the Swedish Government.

Cargoes, then, matter little, so long as the young Swede is trained in the hardest sea school of all—the deep-sea sailer.

Belgium has the four-masted barque, *L'Avenir*, Japan the four-masted barque, *Taisel Maru*. Both these are training ships. Another British-built old-timer is the ship *Tovarisch*, the training-vessel of

COUNTY CRICKET CAMPAIGN.**SUSSEX LOSE TO SURREY AT THE OVAL.****WARWICK'S VICTORY.**

London, May 17.

Some excellent individual performances, mainly in the bowling line, were put up in the county cricket matches which concluded today. Scoring showed some signs of improvement.

Warwickshire, playing at Northampton, defeated Northamptonshire by two wickets, thanks to a splendid effort in their second innings.

Northants batted first, and compiled 177, to which Warwickshire replied with 203, gaining a lead of 26 on the first innings, in spite of a capital bowling effort by Clark, who took 6 wickets for 58 runs. Northants batted strongly at their second venture, making 278 but Warwickshire scored a good two wickets win, hitting 25 runs for the loss of eight wickets.

Sussex defeated Surrey at the Oval by two wickets, owing to a first innings collapse from which they never recovered. Bating first, the whole side was skittled out for 60 runs, Fenley getting four wickets for 8 runs.

Surrey made 151, Tate taking 6 wickets for 30 runs.

At their second attempt, Sussex put up a much brighter exhibition, scoring 253, but the task was with in the compass of Surrey though eight wickets fell before the 164 runs required for victory were secured.

Varsity Matches.

The match between Nottingham and Cambridge University was drawn. Nottingham made 396 in their first innings, to which Cambridge replied with 278. In their second innings, Nottingham made 274 for 7 wickets (dead). A.W. Carr contributing 100. The Light Blues lost eight wickets for 145, narrowly escaping defeat.

The South Africans defeated Oxford University by four wickets, scoring 298 in reply to a total of 152 on the first innings, and making 181 for 6 wickets after Oxford had made the respectable total of 325 in their second innings. The best bowling performance, curiously, was in the biggest innings of the match, 325, when N. A. Quinn (South Africa) took six wickets for 94 runs.

Another Hammond Century.

Gloucester beat Middlesex by 193 runs. Gloucester compiled 190 (Robins taking 8 for 69); and then 321 for 4, when they declared. Dipper contributing 111 and Hammond 134. Middlesex replied with only 70 in the first innings, Goddard taking 7 wickets for 25 runs; and then 245, Newman compiling 112, with Goddard this time capturing 6 for 95.

Glamorgan's Victory.

Glamorgan beat Somerset by 128 runs. Going in first Glamorgan scored 145, White taking 6 of their wickets for 43 runs; and then 227, White taking 5 for 63. Somerset compiled 110, Ryan capturing 5 wickets for 23; and then 134.

The Soviet Government. Tovarisch was formerly Lauriston. She was launched at Belfast in 1892.

It is happier that our old sailing-ships should be the training-grounds for the youth of Scandinavia than they should die as filthy coal hulks up-river or slowly rot in some far port. But that we have never rescued a single one from the great old fleets and sent her to sea with a crew of British boys seems very strange.

The Very Idea!

The following is the latest joke emanating from Moscow: Imaginary conversation between a British delegate and a Soviet Commissar.

British Delegate: What are the productions of Russia?

Soviet Commissar: Naphtha, gold, oats, &c.

British Delegate: Yes, but these are all under the earth, what have you on the earth?

Soviet Commissar: The Soviet of People's Commissars.

British Delegate (aside): It would be better reversed.

The Glasgow police were very annoyed with a man who escaped recently from Duke-street Prison by a very clever ruse. After having had dinner the man told a warder that he had swallowed a spoon. The prisoner appeared to be in great agony, and he was immediately taken off to hospital, accompanied by a doctor at the hospital, however, revealed that the prisoner's story was untrue. When the warder and his charge alighted from a tramcar on the way back to prison the man suddenly pushed over his guardian and dashed away.

Amanda has a tortoise: It is her latest pet; The stupidest, however, And quite the smallest yet— A quality, she tells me, that "One has to think of in a flat."

She lavishes affection Upon the senseless brute, Although for my devotion She doesn't care a hoot; But never mind, she soon will tire Of what just now she may admire.

A tortoise, too, is better Than Pokes that yelp and yap. His nature isn't jealous; An easy-going chap. He doesn't seem to care a pin How often I come baring in.

Regarded as a rival, He suits me very well. How tactfully the fellow Withdraws inside his shell. Though beauty's pets are oft a pest, I think I like the tortoise best.

The conversation at the village inn was about the newcomer who had rented a cottage for the summer.

"What be his business?" asked one of the company.

"An occultist," was the reply. "And what may that be?" persisted the inquirer one.

"Oh, well, an eye dentist."

Economy.—An Aberdonian removed to a house opposite a church with a clock, and stopped his watch.

The American "millionaire" who has ordered several shelves of dummy books to adorn his library has not been as thorough as was Charles Dickens, who not only had false books but also fictitious titles.

He took pride in the ingenious titles he invented for the "dummies" he painted on the doors of his library at Gad's Hill.

These included Kant's "Eminent Humbugs," in ten volumes; "On the Horse," by Lady Godiva; "Evidences of Christianity," by Henry XIII.; Malthus on "Nursery Songs"; Carpenter's "Bench of Bishops," and Butcher's "Suetonius."

Tradesman at Shoreditch County Court.—He gave me an estimate, but nothing was said in it about the price.

Kingston Man.—There was a grievance between us, and the quarrel brought it to a head. The Clerk—To a broken head.

Barrister at the Old Bailey.—I never had such luck before in my life. I received a brief directiv I entered the Court this morning.

Man at Glasgow.—When we saw what was likely to happen it was every man for himself, and the devil take the hindmost. I got well away.

COMEDY DUO.

STARRED IN EXCELLENT NEW COMEDY.

Lew Cody and Aileen Pringle, the whimsical comedy duo, are together again in another hilarious comedy of matrimonial tangles "Wickedness Preferred" which will be shown at the Queen's Theatre on Sunday and Monday.

This new picture is said to be even funnier than "Adam And Evil" and "Tea For Three." In which they were co-starred last year.

The film is based on an original story by Florence Ryerson and Colin Clement, and deals with the romantic adventures of a flighty married man and an adole-brained young married woman who wants to leave her own prosaic husband and elope.

The picture was directed by Robert Henry, and much of it was filmed against backgrounds of the famous caves of La Jolla, Calif.

George K. Arthur, the well known comedian, has a small but very funny role as a male gossip. Other popular players are also included in the excellent cast.

POWELLS

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With MALCOLM MCGREGOR & PAULINE GARON.

You will sit entranced, entranced—entranced when you see this mighty drama of the oil fields!

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AT THE MAJESTIC



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ROMANCE! DRAMA! PATHOS! THRILLS!

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longing for romance
and thrills novel enough to
stir a jaded picture palate,
is offered this entertaining
film!

BARBARA BEDFORD
MALCOLM MCGREGOR

IN



AT THE
QUEEN'S TUESDAY AND
WEDNESDAY

SNOWDEN EXPLAINS
WAR DEBT VIEWS.

DEMAND FOR A FREE HAND.

Mr. Philip Snowden defined his war debts when he spoke at a Labour meeting at Maidstone recently.

"I am a pacifist and an internationalist," he said, "but we shall never secure and maintain international good-will except on the foundation of fair honest dealing between nation and nation."

He referred to people who had lost four-fifths of their money put into French Government War Loans, and said that during the last few days he had received sacks of letters from "victims of this French War Loan Repudiation."

Mr. Snowden then referred to his speech in the House of Commons.

"I was dealing," he said, "with the Balfour Note, and I said that that part of the Balfour Note which pledged the British Government to sacrifice, that to put upon the shoulders of his own people a large part of the indebtedness of foreign countries, was the infamous part of the Note, and I went on to say that if circumstances arose in the future— that meant, of course, in the question of these debt settlements and of reparations, and inter Allied debts generally—that these questions would be reopened, then we should consider ourselves free to enter into these negotiations not accepting—repudiating was the word I used—the principle of the Balfour Note."

"That is what I said. It was perfectly clear that my remarks applied only to the reopening of the question in the future, and to that part of the Balfour Note which was in my opinion grossly unfair to this country."

"I had not, and to any sensible person it would be perfectly apparent that I had not, and should not have had any idea of repudiation of the settlements themselves, because if the settlements were repudiated what would happen? Why, we should get nothing at all, unless these agreements were substituted by other agreements. But I would ask you to remember that it is two years since Mr. Churchill made that agreement with France, but the French Government have never ratified it, and, therefore, it has no binding effect whatever."

A Free Hand.

"What I said," he continued, "was when this question of reparation and Allied debts comes to be considered in a conference of all the nations concerned, I, for one, at any rate, would demand that we should enter into those negotiations with a free hand, unbound, unhindered, to make the best possible settlement not only in the interests of this country but in the interests of the whole world."

"If a succeeding Government is to be bound by the commitments of a previous Government, if a previous Government enters into contractual obligations with another country which the succeeding Government of a different party will be expected to accept, then it is the duty of that British Government to consult with the party which may be called upon to conform and adhere to this agreement. That has never been done in regard to these Debt Settlements."

"No Labour Government," he said, "would ever dream of breaking any such contractual arrangements, agreements, or treaties, except by negotiation with the other parties concerned."

"I love my country," he added, "and I want to see my country great and prosperous, leading the world in all moral causes. I want to see an England great in the health and happiness of its people, great in the richness of its smiling valleys, and in the glory of its wooded hills, and I want to see the adventurous souls of such an England who wish to do so, go forth to win by love and example, and not by the sword, those victories of peace which are far more renowned than war."

Mr. Thomas's Defence.

Mr. J. H. Thomas, speaking in London referred to Mr. Snowden's speech, and said: "Imagine anyone who knows Philip Snowden, and knows his character and his record of life, regarding him as a man concerned in repudiating obligations. Everyone who uttered sentiments of that kind knew they were bellying the character of Mr. Snowden."

"If we are to face this General Election with another red hodge," he said, "and if in substitution for the Zinovieff letter we are to be accused of being a party unmindful of our national and international obligations, I want to meet that charge right away."

"Speaking for the Labour Party with a full sense of responsibility, I want to make it perfectly clear that signatures to an obligation, whatever it may be, are as safe in our keeping as in the keeping of any other party in the State."

MR. WELLS ON WORLD
PEACE.

AN END OF FRONTIERS.

All that is distinguished in the world of art, literature, politics, and diplomacy assembled in the Reichstag recently in order to hear an address by Mr. H. G. Wells on "The Common Sense of World Peace." On the benches usually occupied by the Government sat the British Ambassador and Lady Rumbold, accompanied by Professor Einstein.

The sum and substance of the common sense which Mr. Wells desired to impress on the world is the abolition of political frontiers. The gravest menace to peace, and therefore to civilization, he said, is the "integral and unassailable independence of national States," whose "smouldering contentedness" is bound to culminate in war. Whilst "accumulating mountains of explosives in the assumption that they will never explode" the nations "waste virtuous emotions on sentimental peace pacts."

The Kellogg Pact is an egregious device for "salving the consciences of American Senators while leaving the pursuit of their personal avocations as undisturbed as if nothing had happened," and the same applied to the other signatories.

Cant and Illusion.

Similarly, President Wilson "thought only of nations struggling to be free, instead of man struggling to free himself from nationality." The League of Nations is fundamentally unsound as an instrument of peace, because it is based on the principle of an internationalism which recognises patriotism, and patriotism is the artificial product of an "immense conspiracy of education, propaganda, and positive lies."

The "common sense of world peace" implies thorough-going internationalism, which is a "great human solidarity" and "solidarity States." The task of sweeping away "cant, illusion, and sentiment" is a supremely difficult one, far more difficult than burning down the sands of partisanship and must be faced.

If man is failing to do its part, and what is wanted is, in the first place, great personalities capable of transforming the world desire for peace into militant organizations, and, in the second place, the radical expulsion of patriotism from among the ideas instilled into the minds of the young."

Mr. Wells was accorded prolonged applause at the conclusion of his address.

FINDS OF GREEK ART
IN ALBANIA.STATUE OF 400 B.C. GIVEN TO
MUSSOLINI.

Rome, April 18.
King Zogu has presented Signor Mussolini with a head of "The Goddess of Butrinto" (Buthrotum), a Fourth or Fifth Century B.C. masterpiece of Greek Art worthy of the chisel of Praxiteles. It is but one example of the treasures included in an archaeological find, made in a remote malaria-swept area of Southern Albania.

The work of the Italian archaeological mission began last year under the leadership of Professor Ugolini, and it is believed that the place in which the goddess's head was discovered is the site of Butrintum, the legendary capital built by Priam's son, Helenus, in which Aeneas, as described in the third book of the Aeneid, was received by Andromache.

Monumental Gateway.

Closely following the Virgilian narrative, the Professor met on a wooded slope overlooking Lake Vivari, opposite Corfu, with evidences of old dwellings, and, setting to work, the mission found many relics of civilisations ranging from the prehistoric to the Venetian.

They have already brought to light bone knives and Bronze Age ornaments, a complete monumental gateway twenty feet high of Fifth Century B.C. Greek workmanship, another lesser gate in a later manner on the architrave of which is an archaic lion attacking a bull, a section of Roman baths with niches containing Greek statues, some with signatures, a nymph's pool, with statues of Apollo and Bacchus, and a sacred grove with votive fountains and inscriptions, to say nothing of Byzantine and later relics.

LOCAL HOCKEY.

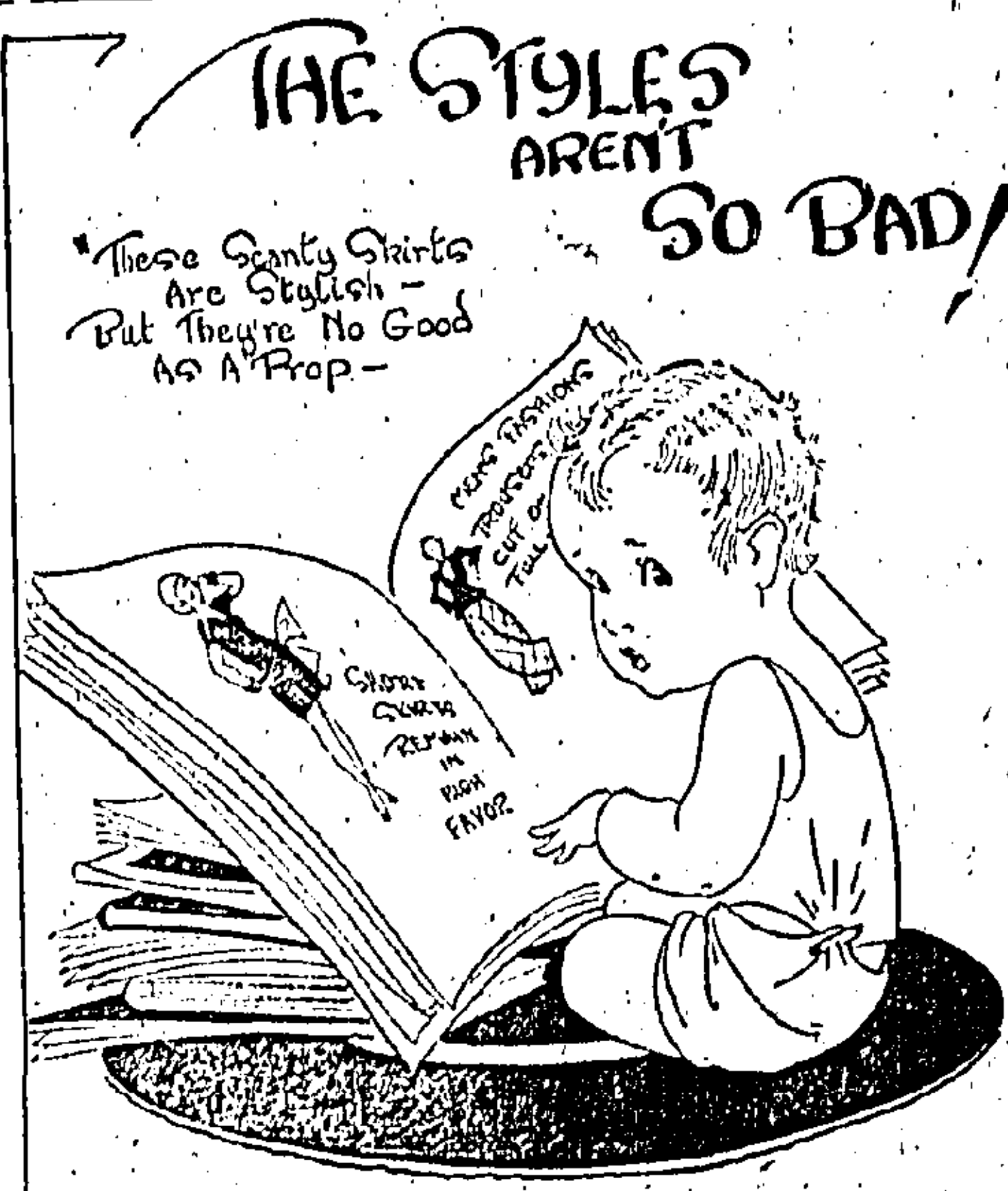
The following will represent the Wanderer's hockey team in their match with the Somerset Regiment at Hankow Barracks, Shamshui, on Wednesday at 5.30 p.m.:—W. Borrowman, W. Woodward, J. Rodger, A.A. Dand, E. J. R. Mitchell, Captain J. R. Vetter, H. Owen Hughes, G. E. R. Divett, R. W. Shipp, Captain A. E. Veriecke and C. C. Francis. The team will play in white.

WITH BANVARD COMPANY.



Three popular members of the Banvard English Comedy Company, which opens a season at the Star Theatre, Kowloon, to-night, with "Rookery Nook." Later, the Company will play for four nights at the Theatre Royal. Top, Anne Chippendale, versatile character actress; bottom right, Barty Russell, comedian; left, Reginald Tippet, also a comedian.

No. 1, Vol. 11 of the Hongkong University Journal of Law and Commerce is out. It is an interesting number, containing Book Reviews, Editorial notes and the following special articles:—"Chinese Family, and Property Law in Netherlands-Indies" (Cont.) By Dr. Godfried Von Faber, translated by J. Fenton, Ph. D.; "A Note on Chinese Coolie Emigration," by Leo D'Almada e Castro, Jr., B. A. (Oxon.); "Cheungchow—Long Island," by W. J. Hinton, M.A.; "The Elevation of the Official," by R. Robertson, M.A.



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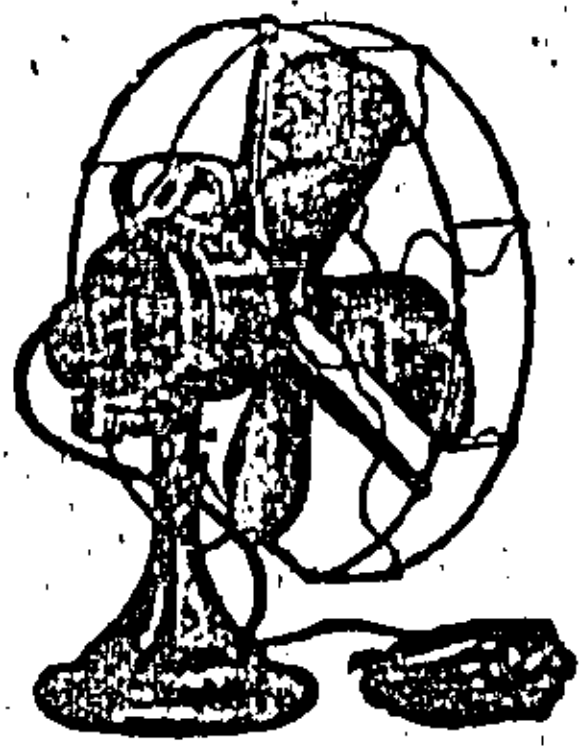
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LIBEL ACTION BY EX-POLICE CHIEFS.

SIR WILLIAM HORWOOD ON HYDE PARK.

London, Apr. 16. Hyde Park by night was discussed by Sir William Horwood, the former Police Commissioner, in the King's Bench Division yesterday.

Both he and Sir Wyndham Childs, an ex-Assistant-Commissioner, gave evidence in their libel action against the Stateman Publishing Company, Ltd. They complain of an article in the *New Statesman* concerning Lord Lee of Fareham's speech at the opening of the Royal Commission on Police Powers.

Parts of the article read:—If Lord Lee is not prepared to go into the question of the supervision of Hyde Park, with all the blackmail and sensation which it involves, he will find it quite impossible to restore the confidence of the public in the police. Moreover, the whose substance of his opening speech suggested a very strong faith in the virtues of whitewash.

If the inquiry is really to be carried on on these lines, we can only say that it seems to us a great waste of public money. Such an inquiry might be of great value if it put an end to the Horwood-Childs-Bodkin methods—an end, that is to say, to the Hyde Park scandals, to the creation of crime where there is no crime, and to the attempted enforcement by the police of moral standards which have nothing whatever to do with the preservation of public order.

Mr. Birkett, for the plaintiff, said that the publishing company and Mr. Clifford Sharp, the editor, denied that the words complained of were defamatory, but said that they were fair comment on a matter of public interest. The printer admitted that the article was libellous, and had apologised. Sir W. Childs in box.

Sir Wyndham Childs said that as an Assistant Commissioner his duties concerned the Criminal Investigation Department and the Special Branch.

He had nothing to do with Hyde Park. No member of the C.I.D. patrolled Hyde Park, although detectives might visit the park to run down a criminal.

Sir Wyndham laughed at a suggestion by Sir Patrick Hastings (for the defendants) that he had received a sum which "ran into five figures" for writing for a newspaper after his retirement from the police.

Sir Patrick: But they are your own words in an article in *John Bull*. Let me read them. The article is headed, "Why I joined the staff of *John Bull*," and you write: "My pen was soon worth a sum running into five figures if it would only write."

"But it did not write," answered Sir Wyndham, amid laughter. "I was offered £10,000 by other newspapers, which I did not accept. My salary certainly did not run into five figures."

Sir W. Horwood. Sir William Horwood then gave evidence. He said that on November 7, 1928, he retired from his post as Commissioner of the Metropolitan Police under the age clause.

"Do you agree with me," asked Sir Patrick, "that it is unsafe for any man or woman who values their reputation to walk together in Hyde Park?"

"No," answered Sir William.

LIBEL BY SOLICITOR.

JURY AWARD WOMAN PLAINTIFF £50 DAMAGES

The hearing was concluded by Mr. Justice McCardie and a special jury in the King's Bench Division recently of the action for damages for alleged libel by Mrs. Roma Josephine Wardrop, of Hunter House, Brunswick-square, W.C., against Messrs. Anstey and Co., solicitors of Pantons House, Haymarket, S.W.

Last year Mrs. Wardrop, who was then Miss Cavallo, visited a clinic in Paris to see Mrs. Cecilia Mortimer, with whom she was on terms of friendship. Mr. Robert William Emmet, a London solicitor went with her.

Later Mr. Emmet received a letter containing the alleged libel from Messrs. Anstey and Co., who contended that they acted for Mrs. Mortimer.

Mr. Justice McCardie ruled that the occasion on which the letter containing the alleged libel was written was privileged.

Summing up, his Lordship told the jury that in view of his ruling what they had seriously to consider was whether the passages in question were written maliciously. It had been made clear that when Mrs. Wardrop went to Paris she found that the "cultures of Society" were beginning to gather round Mrs. Mortimer as she lay on her sick bed, and naturally she would feel very much upset if she were classed with people of that sort.

The jury returned a verdict in favour of Mrs. Wardrop, and awarded her £50 damages.

Judgment was entered accordingly with costs.

Sir Patrick: Would you do it?—

Sir Patrick: Supposing you were walking with a lady and sat down on a seat?

"Oh," interposed Sir William, "that is a different question."

Sir Patrick: Then I will vary my question. Would you agree that it would not be safe for any man or woman who value their reputation to sit down together on a seat in Hyde Park?

Sir William: I should not do it myself.

May I take it that your opinion is that so long as you keep walking you will be all right?—That is so.

Sir Patrick: Do you agree that it is not very difficult in the dark for two rascals to go round to the seats pretending they are police officers?

Way With Blackmailers.

Sir William replied that he had not known anyone attempting to blackmail people in Hyde Park, although Hyde Park would be as good a place as blackmailers could choose.

"If anyone attempted to blackmail me," Sir William added, "I



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should knock the chap down."

Sir William remarked that to the best of his knowledge he had never had a case of blackmail in Hyde Park. He agreed that the Royal Commission suggested that, because of the risk of blackmail, plain-clothes officers should not be given duty in Hyde Park.

Sir William also agreed that a duty of the police amounted to their being censors of public morals.

"An elderly man of the world," said Sir Patrick, "might see a couple making love, and he would not in the slightest degree be shocked; while an elderly spinster might be horrified by the same situation."

Sir William: I can quite imagine that.

May I take it that the border line is left to the police officer who sees the act?—Yes.

Asked if he would put plain-clothes officers on Hampstead Heath, Sir William said the Metropolitan Police did not control the heath, which was under the care of park-keepers of the London County Council.

Sir Patrick: Are you aware that charges of indecent conduct on Hampstead Heath are practically non-existent?

Sir William: I do not know. The hearing was adjourned.

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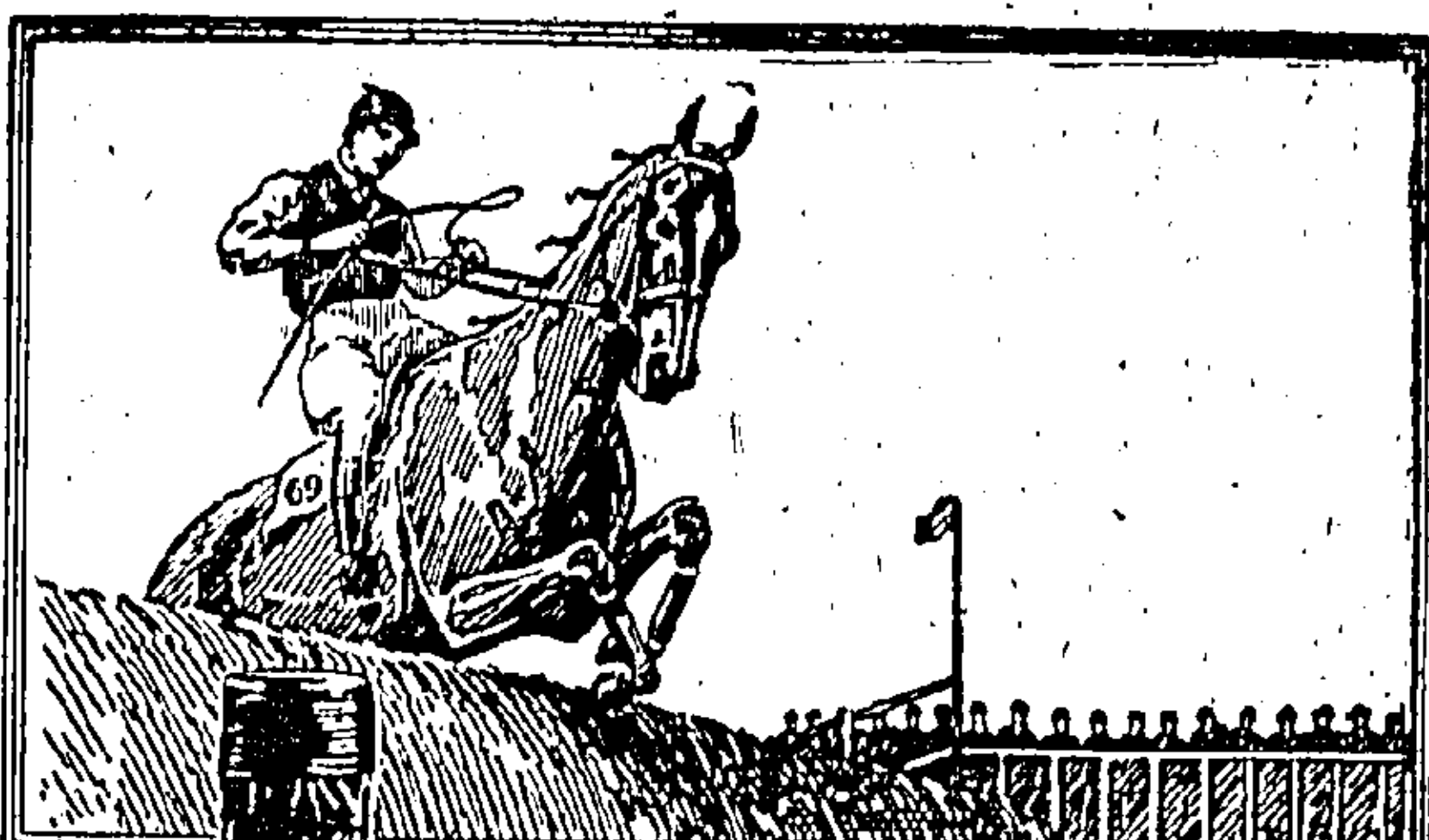
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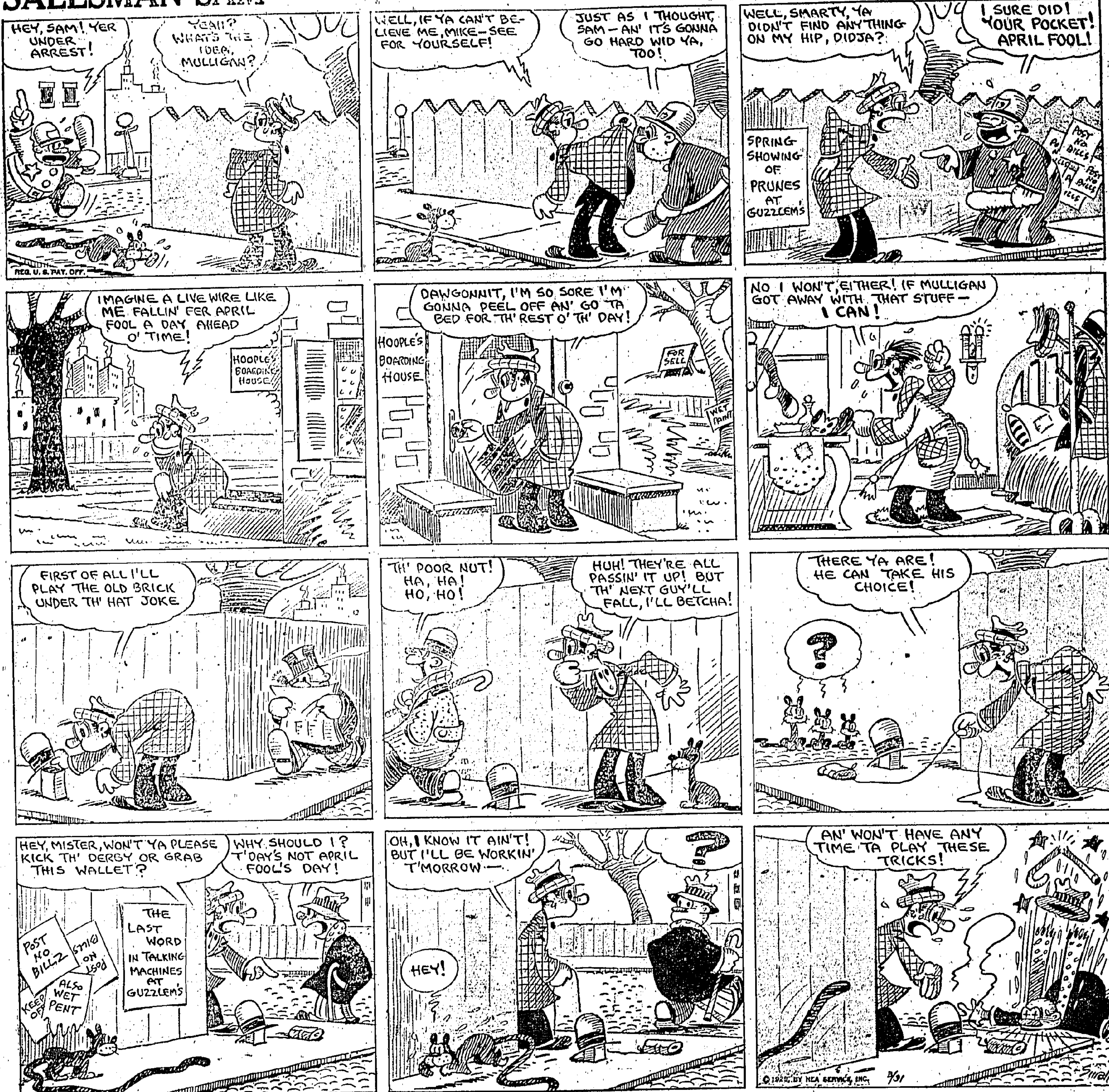
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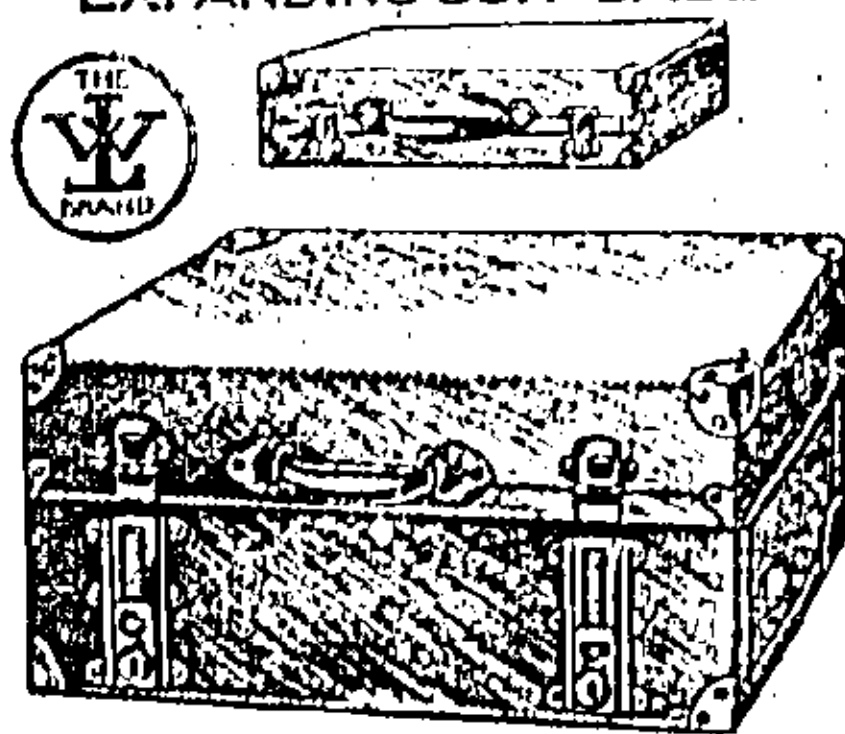
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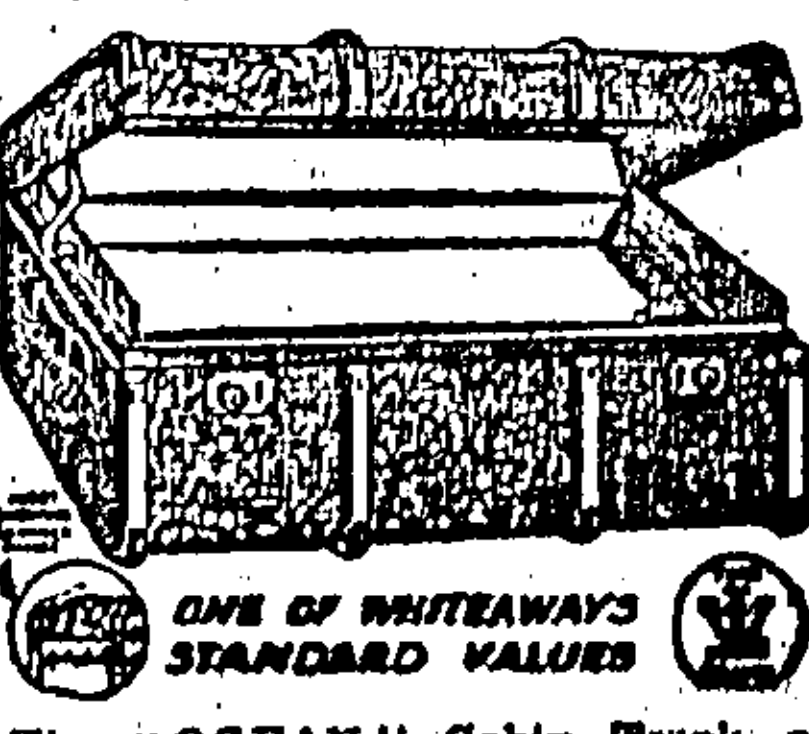


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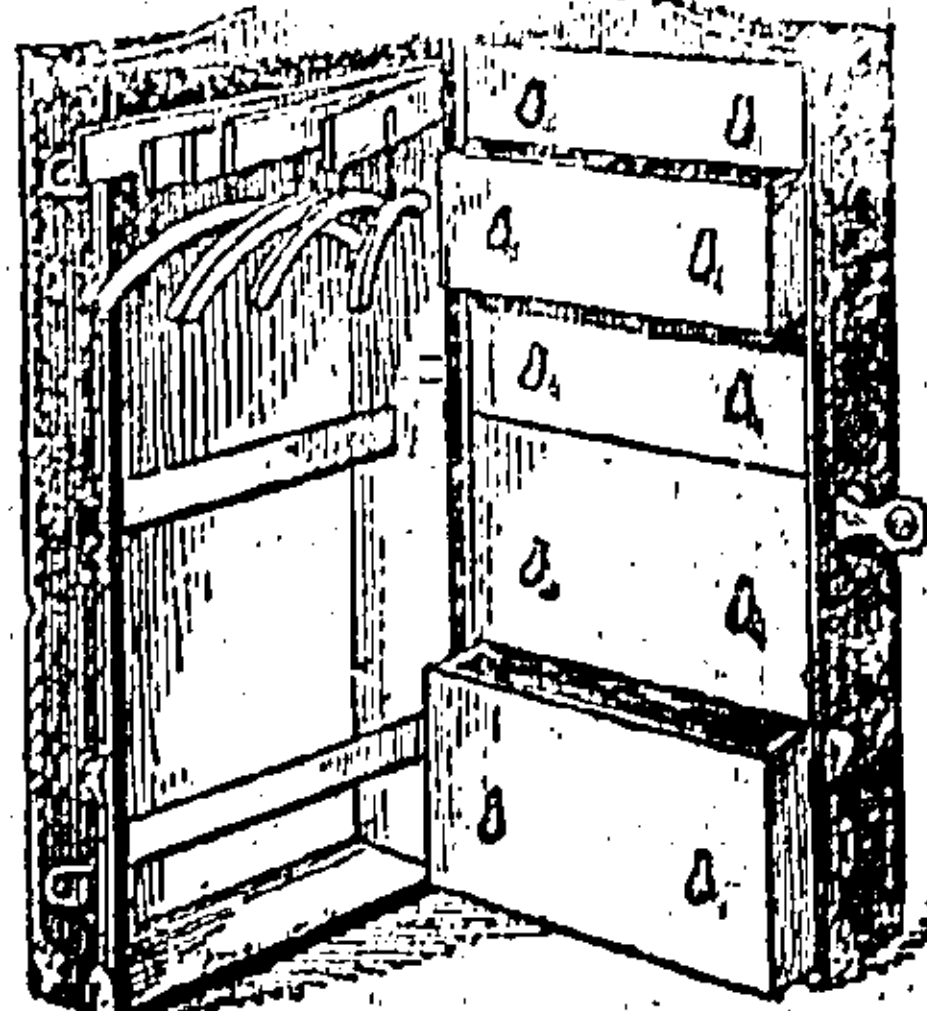


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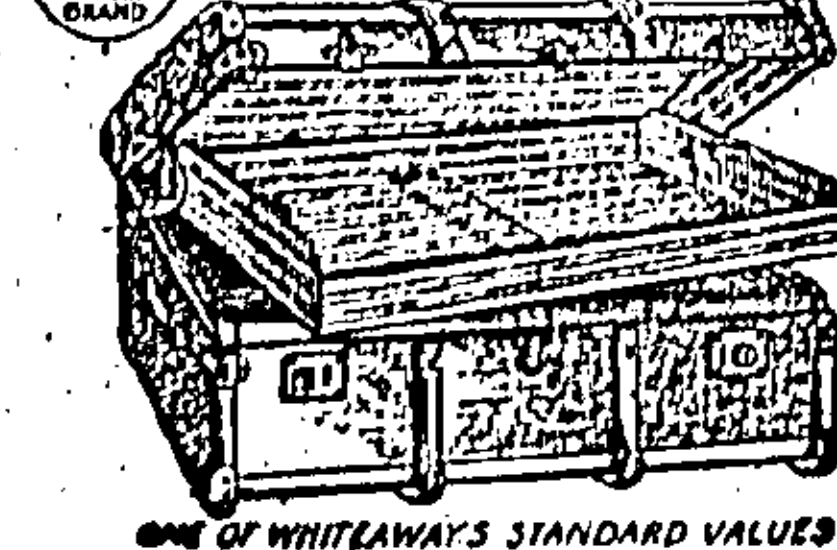


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THE VESTRIS CASE.

VESSEL SAID TO BE OVERLOADED.

"As events transpired, it would have been better if the last 300 tons of cargo had not been put into the ship."

Questioned about the vessel's draught line, Captain William Stanley Hensley, assistant superintendent of Messrs. Lamport and Holt in New York, made this statement at the Board of Trade inquiry into the sinking of the Vestrís, off the American coast, with the loss of 112 lives.

The inquiry is taking place at the Institution of Civil Engineers, Westminster, and is presided over by Mr. Butler Aspinall, K.C.

Capt. Hensley said that from July, 1920, to April, 1923, he acted as chief officer of the Vestrís. During that period the behaviour of the vessel at sea was very good.

The American inspectors examined the Vestrís before she sailed on her last voyage. The lifeboats were examined individually, and sixty-eight were condemned. They were replaced before the vessel sailed.

There were fourteen lifeboats in all, with a total capacity of 800 persons. There was a motor-boat, which was "Number One."

Mr. Baeburn, K.C. (for the Board of Trade): I think you shall hear later that the motor was not in operation at any time when they came to use "Number One" on the disastrous day. Was it the practice to inspect the motor-boat before the Vestrís left?

Captain Hensley: It was a standing order that the motor-boat was to be tried daily during the voyage. There was instruction that the motor should be run daily to show its readiness at all times.

Are you able to say whether any particular inspection of the motor of this "Number One" boat was made before the Vestrís left?—I understand that the United States steamboat inspectors made an examination, but I was not with them. A certificate of inspection of the boat was granted. Witness added that he had heard it said that the releasing gear of some of the lifeboats did not work satisfactorily, but he had no reason to think they were not in good working order.

Questioned by Mr. Baeburn as to the draughts of the vessel, Captain Hensley said that after he had recorded the draughts, it struck him that the vessel left the wharf some inches below her winter marks.

Have you heard any discussion with regard to the draughts of the Lamport and Holt line leaving the wharf at Hoboken too deep—as a general practice or in any single instance?—I have noted some instances of their leaving the pier at Hoboken some inches below their mark.

Had that fact been brought to your attention before the Vestrís was lost?—Yes.

Discussion About Draught.

Captain Hensley said that he did not approve of this as a general practice, and Mr. Wheeler, the main superintendent, with whom he discussed the matter agreed. Asked the reason for his objection, he said that he knew it was contrary to the Merchant Shipping Act. He thought that the draught would be corrected before the vessel left New York Harbour by the pumping out of water. He assumed that the master, who had facilities for taking the draught, would do it. He had not wanted masters to be careful about entries they put into their log-books with regard to draught.

Mr. E. A. Digby (for surviving officers and relatives of some of the dead officers) said that evidence would be given that Captain Caroy had warned the chief officer as to what entry he put in his log.

Captain Hensley agreed with Mr. Digby that when he heard of the loss of the Vestrís he knew, so far as he was concerned, that the vessel had passed out of his ken loaded below her marks.

THIRTEEN PIRATES.

ONE IDENTIFIED BY CANTON AUTHORITIES.

Following the identification of one of the accused as a member of a gang of notorious South China bandits, Judge Wong, with Mr. Burdett as Consul deputy in the Provisional Court at Shanghai, remanded for a further three weeks the thirteen men arrested on April 13 for conspiracy to commit piracy aboard the s.s. Lushan Maru.

Ling Cheng is the one identified by the Canton authorities, said Det. Ins. McDermott in the Court, producing a letter received from the Canton Police. Further investigations are being conducted to establish the identity of the rest.

Some of the accused alleged in the Court that they were tortured, but Mr. McDermott refuted the allegations saying that his office was next to the cell in which the men were confined and supposed to be removed from the cell without his express orders.

All the accused are Cantonese. They were arrested in Shanghai, two by the search party on the Garden Bridge and the other eleven by a squad of police directed by Dy. Commr. Tanjima for being in possession of fire arms and ammunition, on board the Hankow bound steamer, on information disclosed by the first two accused.

It will be recalled that the programme to commit piracy on board the Japanese steamer miscarried when the first two betrayed their accomplices when questioned by police following their arrest. Much excitement prevailed that afternoon when by mistake wrong vessels were searched, and the gang supposed to be on board was not identified, but were finally located on the deck of the Lushan Maru just when she was about to pull out.

NOTICE TO MARINERS.

MINES LAID ON THE WEST RIVER.

Another Notice to Mariners relating to West River shipping has been issued by the Harbour Master. It is as follows:

Mines are being laid between Chikien Baskel and Kai Shau, six miles below Wuchow.

A special mark has been established near Kai Shau, where up traffic must call.

Information can be obtained there and a pilot detailed to take ship up river.

TWO SHIPS AGROUND.

N.D.L. VESSEL ASHORE ON YANGTZE.

Shanghai, May 12.

Two ocean-going ships are aground in the Yangtze River, one below Wuchow and another between Wuhu and Kiangling. Tugs of the Shanghai Tug and Lighter Co. have left port to assist both of these vessels, but when they will be refloated cannot as yet be stated.

The first ship to run ashore was the motor vessel Trave, of the Norddeutscher Lloyd. Carrying a general cargo, this vessel was on its way to Hankow when it struck at Fitzroy Island between Wuhu and Kiangling. The Yangtze is lower this year than usual, and many ocean ships have delayed their first trip upriver for two or three weeks in consequence. No details of the accident to the Trave are available as yet, but apparently damage is not serious. Tugs left Shanghai on Friday for Fitzroy Island. Captain Th. Minsen commands the Trave, which is a vessel of 7,950 tons gross register.

The other vessel to go aground was the s.s. Victoria of the Steamship Company "Orient" of Copenhagen. Usually employed on the run between Vancouver, B.C., and Japan, this 3,000 ton ship was making its first trip to Shanghai carrying wheat from Canada, when it went ashore on Tungsha Spit in the South Channel some 30 miles below Wuchow, early on Friday morning. This ship, which was only launched last year, is under the command of Captain A. Broner, who has made several trips to Shanghai.

Messages first reached Shanghai at noon on Friday, and the agents, the East Asiatic Company, immediately requested the Tug and Lighter Co. to send out a tug, the St. Dominic being despatched within a short space of time. Yesterday morning the St. Sampson and lighters also proceeded to the scene, and attempts are being made to take cargo out of the holds into the lighters prior to an attempt to tow the vessel off.

From latest advices it appears that the ship is in no danger, although it has not been found possible to do any work on it yet.

[As reported yesterday, the s.s. Victoria has since been refloated.]

ON WAY TO EUROPE.

PROMINENT AMERICAN ENGINEER IN HONGKONG.

An interesting passenger on board the N.Y.K. liner Kamo Maru, which is at present in port, is Col. H. King Hathway, a prominent civil and construction engineer of the United States who has been in Japan for the last three months as the guest of the Japanese Society of Engineers, by whom he was invited to lecture on new methods and ideas in engineering employed in the United States.

Col. Hathway is now en route on the s.s. Kamo Maru, which is due to leave at 11 a.m. to-day, to Paris, where he will attend the meeting of the Engineers' Society to be held on June 16.

Among the passengers on the s.s. Siberia Maru which left for Japan last Wednesday were Miss N. Doyle and Miss H. Hennrich, who are secretaries to the Chicago Board of Education. They are on a tour of the world in the interests of the Chicago Board with the view to advising the school teachers of the United States on travel conditions in the Far East and other parts of the world.

PLAGUE IN OSAKA.

DUKE OF GLOUCESTER TO CANCEL HIS VISIT.

Osaka, May 17.

It is announced that the Duke of Gloucester will cancel his visit to Osaka and proceed direct to Gifu from Kobe on Tuesday afternoon.

Another suspected case of plague was discovered among isolated workmen at the Osaka Ironworks, where plague infected steamers are being repaired. The authorities have decided to fumigate all incoming vessels from Bombay.—*Reuter*.

PROF. W. J. HINTON.

(Continued from Page 2.)

time in the United Kingdom and other places in Europe. The results both for the individual students and for the University would be incalculable; such graduates would acquire a more comprehensive knowledge of European and Oriental affairs which would be truly international in character.

It is proposed to select students who have completed their third year at the University. They can leave in May or June, arriving at Geneva in time to be present at the opening of the School in July, depart from Europe about the beginning of September and return to Hongkong in time for the opening of term in the Fall. We can conceive of no pleasanter way of spending the summer vacation, a programme which at once embraces travel and study on a definite plan. Senior students of the University (say those in the Third or Fourth Year) could enter the preparatory courses at the Geneva School, while graduates (who are also eligible for appointment) may enroll in the advanced courses. It might be possible to arrange for credit to be given by the University for the successful completion of courses in the Geneva School, in the case of undergraduates. In effect, this plan would be similar to the Rhodes Scholarships which enable selected students of American universities to attend Oxford for a time; in this case, we shall have our own Rhodes Scholarships on a reduced scale.

Action has already been taken to put this plan into effect, and Professor Hinton hopes that a preliminary announcement can be made before his departure from the Colony. It is hoped that supporters of the University will come forward and establish scholarships to be defrayed year by year for not more than three years, at present, in an amount just sufficient to cover the bare cost of living for the students during their time away from Hongkong. One steamship line has been approached to arrange for passages both ways at merely nominal rates for such scholarship men.

In our humble opinion, this is an admirable idea, and is deserving of the utmost support from all who are interested in the furtherance of international understanding and amity. We trust that the response to this proposal will be more than adequate to carry the scheme through; we in our small way, will certainly not spare any efforts which may be of assistance in carrying on the campaign to a successful conclusion.

H. H. S.

CONSIGNEES' NOTICES.

ELLERMAN LINE.

From EUROPE.

The Steamship "CITY OF MOBILE" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 31st May, 1929, will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before 28th May, 1929, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and noon, within the Free Storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned.

THE BANK LINE LIMITED, General Agents, Hongkong, 16th May, 1929.

MARINE COURT.

LEAVING HARBOUR WITHOUT A CLEARANCE.

Caught whilst trying to leave the harbour without a clearance, Tse Mei, a seaman of the motor schooner An Tung Maru was brought before the Hon. Commr. G. F. Hole, R.N., to answer the charge brought against him by Sgt. Oliver, who informed his Worship that the vessel was bound for Macao with a cargo of spirits.

Asked what he had to say, defendant stated that he arrived from Haiphong on the day he was arrested and pleaded ignorance of the regulations. He was fined \$100 or three months' imprisonment.

Mr. C. H. Thompson, Boarding Officer, charged the master of a cargo boat, yesterday with discharging fireworks from his craft in the Central Fairway without the sanction of the Harbour Master. In pleading guilty, defendant said he was only letting off small packets of fire crackers. He was fined \$10 or 10 days.

When charged yesterday with using grapplings for the purpose of dredging and lifting articles from the harbour bed off the Naval Anchorage, Lai Yee the mistress of a fishing boat, strenuously denied having committed the offence.

Sgt. McClelland, who prosecuted, gave evidence of seeing defendant in the act, adding that when he boarded her craft, he found various articles on board bearing the mark of the Naval Yard.

Defendant held to her story of only passing through the anchorage and when asked how she obtained the articles bearing the Naval Yard mark, she stated that she brought them up from the harbour bed whilst fishing for shrimps and prawns opposite Western Market.

Saying that he found defendant guilty, his Worship imposed a fine of \$10.

For loitering within 100 yards of the sea wall of the Naval Anchorage, the master of a fishing boat was fined \$10.

The Second Officer, Mr. Kneenan, of the s.s. Ho Sang prosecuted in a case in which an unemployed man was charged with boarding the vessel without the permission of the master or the officer on duty. Defendant admitted the charge and was fined \$10.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

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Taiyo Maru ... Wednesday, 29th May.

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Iyo Maru ... Monday, 20th May.

Shidzuoka Maru ... Monday, 17th June.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Kamo Maru ... Saturday, 18th May.

Katori Maru (Calls Lisbon) ... Saturday, 1st June

SYDNEY & MELBOURNE via Manila & Ports.

Kaga Maru ... Wednesday, 22nd May.

Tango Maru ... Wednesday, 20th June.

BOMBAY via Singapore, Penang & Colombo.

Ponang Maru ... Tuesday, 28th May.

Sado Maru ... Tuesday, 11th June.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Ginjo Maru ... Thursday, 30th May.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Wakasa Maru ... Friday, 7th June.

NEW YORK via PANAMA.

Asuka Maru ... Friday, 31st May.

LIVERPOOL via Port Said, Genoa & Marseilles.

Toyooka Maru ... Tuesday, 21st May.

CALCUTTA via Singapore, Penang & Rangoon.

Akita Maru ... Thursday, 30th May.

SHANGHAI, KOBE & YOKOHAMA.

Durban Maru ... Thursday, 23rd May.

Hakone Maru ... Monday, 27th May.

Awa Maru ... Friday, 31st May.

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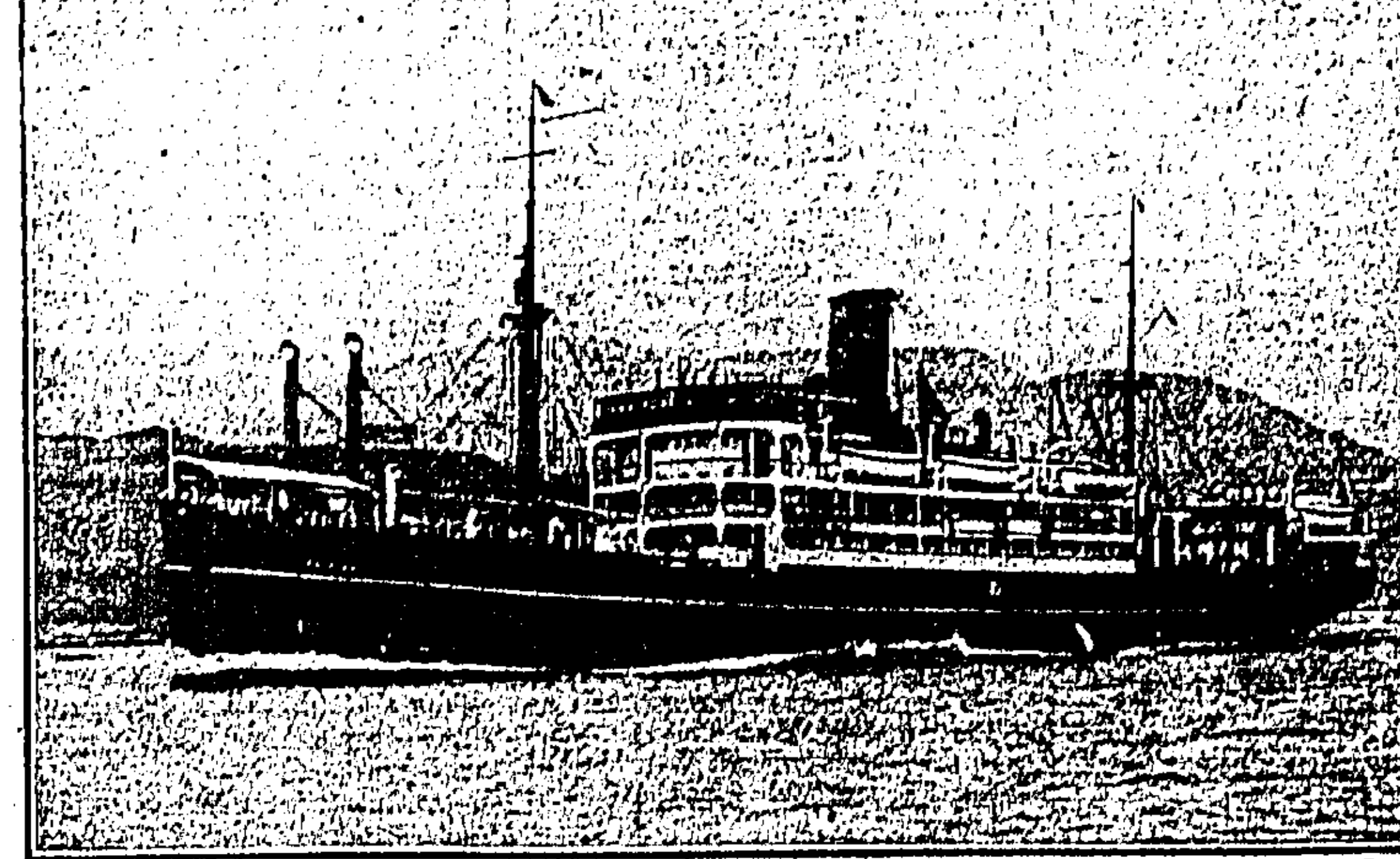
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LAHORE	5,232	1st June.	Marseilles, London, A'werp, Rotterdam & Hamburg
DELTA	8,097	8th June.	Marseilles, L'don & Hull
JEYPORE	5,318	15th June.	Marseilles, London, A'werp, Rotterdam & Hamburg
RAJPUTANA	16,568	22nd June.	Bombay, M'los & L'don
PERIM	7,648	29th June.	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHGAR	9,005	6th July.	Marseilles, London & Hull
MIRZAPORE	6,715	9th July.	Straits, Colombo & B'bay

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SANTHIA	7,754	4th July.	S'pore, Penang & Calcutta
TAKADA	6,949	12th July.	S'pore, Penang & Calcutta

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TANDA	6,956	31st May.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	5th July.	Island, Townsville, B'ham
ARAFURA	6,000	2nd Aug.	Sydney and Melbourne.

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GURNA	5,248	23rd May.	Moji, Kobe & Osaka
RAJPUTANA	16,568	24th May.	S'hai, Kobe & Yok.
ST. ALBANS	4,500	4th June.	Moji, Kobe, Osaka & Yok.
SANTHIA	7,754	5th June.	Moji, Kobe & Osaka
KASHGAR	9,005	7th June	S'hai, Moji, Kobe & Yok.
TELSINGTON COURT	—	10th June.	S'hai, Moji, Kobe & Yok.
MIRZAPORE	6,715	10th June.	Shanghai, Moji & Kobe

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TO OSAKA via AMOI, MOJI & KOBE	Yuensang Kumsang	Thurs. 23rd May at 10 a.m. Tues. 18th June at 9 a.m.
TO STRAITS & CALCUTTA	Hosang Kutsang	Satur. 18th May at 3 p.m. Satur. 25th May at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Fri. 24th May at noon. Tues. 4th June at 10 a.m.
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BRITISH LADY'S SUPREME TRIUMPH.

FINE FIGHTING FINISH.

London, May 17.
Two British players to-day provided the rarest feat of golf in the Yorkshire Evening News Thousand Guineas Tournament at Moor Town, but it was not the fortune of either to appear in the final, which will, however, be an Anglo-American contest.

The players in question were George Duncan and W. H. Davies, the Wallace player, who met in the third round. Davies won the first hole, but they were all square at the fifth, where Davies was trapped in the bushes. Davies became one up again at the seventh, where Duncan found a bunker, and never again lost the lead.

Amazing Golf.

The most extraordinary feature was the fact that the eleven holes from the seventh were all halved, and in amazing figures. The short twelfth, for instance, was halved in two, while the last four holes were done in perfect fours.

Both players returned a card of 33 for the last nine holes, the details being 4 4 2 4 3 4 4 4 4, which represents brilliant golf.

Davies won on two holes and Duncan on one, the remaining fifteen being halved! Davies thus qualified for the semi-final of the competition, but in this he was eliminated by H. C. Jolly after a great fight. Joe Turnesa, who only just scraped into the competition proper, also qualified for the final. To-day's results were:

Third Round.

W. H. Davies (Wallasey) beat G. Duncan (unattached) by 1 hole.
J. Turnesa (U.S.A.) beat J. J. Taylor (Richmond Park) by 5 and 4.

H. C. Jolly (Foxgrove) beat Archie Compton (Coombe Hill) at the 21st.

C. A. Whitcombe (Greys Hill) beat Leo Diegel (U.S.A.) by 2 and 1.

Semi-Finals.

Jolly beat Davies by 1 hole.
Turnesa beat Whitcombe by 2 holes.

WONDERFUL TRIUMPH FOR MISS WETHERED.

Brilliant Performance After Bad Start.

Miss Joyce Wethered, former holder of the British Ladies' Championship, recaptured the title to-day amidst wild enthusiasm by the huge British crowd, after one of the most memorable finals in the history of the contest. Her opponent was Miss Glenna Collett, the American champion, who had carried all before her in the earlier rounds of the competition, and who seemed at one stage to-day likely to win by a wide margin.

Miss Wethered has also shown a return to the splendid form which gained her first place among British lady golfers a year or two ago, but she has never given a more brilliant fighting exhibition than that which enabled her to win the championship at St. Andrew's on this occasion.

Miss Wethered was perpetually in trouble at the beginning, while Miss Collett gave a magnificent display. At the end of the ninth hole, Miss Collett led by five holes.

Fighting Victory.

It was afterwards that Miss Wethered began to show her paces. At the 18th, the lead had been reduced to two, and in the course of the next nine holes, Miss Collett was overwhelmed, the British lady winning six of the nine holes to lead by four holes at the 27th. Miss Wethered did not take the lead until the 24th, when she became one up, but she took the next three holes to the turn in addition.

Miss Collett fought hard in the closing stages, but Miss Wethered never lost her grip of the game, and came thrillingly through to a brilliant 3 and 1 victory.

Play Described.

A description of the play is appended:
The weather was fine, and three thousand people were present, including many American golfers, such as Horton Smith, and Robert Harlow, Hagen's manager.

Miss Collett won the first two holes. Miss Wethered taking three putts at both holes. Miss Wethered took the third, sinking a two-yrarder for a birdie three.

The fourth was halved. Miss Collett won the fifth, and the sixth was halved.

Miss Wethered missed a two-foot putt at the seventh, becoming three down. Miss Collett won the eighth,

HOSPITAL POISON GAS PERIL.

NEW DANGER FOLLOWING CLEVELAND DISASTER.

EIGHTY JEOPARDISED.

New York, May 17.
The poison gas peril which followed the explosion in the Cleveland Clinic Hospital disaster is not yet overcome according to messages received from Cleveland to-day.

The medical authorities of the city are now trying frantically to round up approximately a hundred out-patients, who were known to be somewhere in the Clinic at the time of the explosion.

In the confusion which followed the outbreak, they were allowed to leave without examination, but it is feared that many of them may be affected by the gas, the effects of which are so insidious, that a person may die within a few days from a light "dose" without knowing that the poison has entered the system.

The City Health Commissioner has expressed the opinion that as many as eighty deaths may be added to the present total of 125, unless every possible precaution is taken by the persons in the vicinity of the hospital at the time of the disaster.

Meanwhile it has been decided to re-build the Clinic Hospital, of which Dr. Crile will continue as the officer in charge.—*Reuter's American Service.*

DAVIS CUP MATCH RESULTS.

WINS FOR UNITED STATES AND ITALY.

AFRICAN PROGRESS.

Montreal, May 17.
In the Davis Cup Competition, the United States eliminated Canada by winning two singles and one doubles match.—*Reuter.*

Stockholm, May 17.
In the second round of the Davis Cup Competition, L. Raymond, (South Africa) beat M. Malmstrom (Sweden) by 6/2, 6/3, 6/2, whilst C. Robbins (South Africa) defeated M. Oostberg (Sweden) by 6/2, 6/1, 6/1.—*Reuter.*

Dublin, May 17.
In the second round of the Davis Cup Competition, Italy eliminated Ireland by three matches to none.

After yesterday's two singles victories, De Morpurgo and Del Bono defeated Holmes and Rogers in the doubles by 6/4, 7/5, 7/5.—*Reuter.*

DUTCH TEA DUTY.

ENGLAND'S EXAMPLE NOT TO BE FOLLOWED.

The Hague, May 17.
The Finance Minister has announced that the Government has no intention of abolishing the Tea Duty as a result of the repeal of the duty in England.—*Reuter.*

TRUE TO LIFE.

BRITAIN SETS AN EXAMPLE.

THE TRUTH REGARDING DISARMAMENT.

HOW ARMY AND NAVY HAVE BEEN REDUCED.

PERTINENT FIGURES.

London, May 17.

The leaders of the three political Parties, Mr. Baldwin, Mr. Ramsay MacDonald and Mr. Lloyd George, have replied to a manifesto submitted to them by the Disarmament Manifesto Committee giving the views of societies actively interested in the promotion of world peace.

Mr. Baldwin, in his reply, says that the suggestion that Britain should make definite proposals to all countries for a large measure of disarmament has already been carried out as regards navies.

Matter for Powers.

In the case of the land forces, the British Government believes better progress will be made if the initiative is taken by the Powers, and it has expressed its willingness to accept a scheme of reduction agreed upon by them.

Referring to the reduction of national forces, Mr. Baldwin expresses the view that the British record stands comparison with that of any foreign Power.

Naval Reductions.

The Navy has been reduced by 46,200 men in comparison with 1914. Warships have been reduced in number from 700 to 400 and in tonnage by over 2,500,000.

This compares favourably with countries such as the United States, Japan and Italy, all of whom have increased their strength as compared with 1914.

Army Figures.

The total strength of the British Army, including Regulars, Reserves and Territorials, has been reduced by 250,000 men, being now 473,000 men in comparison with 723,000 in 1914.

The strength to-day is 269,000 less than in 1924.

Since 1925, Britain has reduced most of the effective services of the Army by 54,000,000, while other countries such as the United States, Italy, France and Russia, have increased theirs by sums varying from 55,000,000 to 240,000,000.

Mr. Baldwin claims that in the reduction of armaments, Britain has set an example to the world.

Labour & Liberal Views.

Mr. Ramsay MacDonald, replying to the manifesto, expresses the view that the Pact of Paris ought to have been utilised as a reason for a satisfactory disarmament agreement. He believes that complete agreement on naval matters is now possible between Britain and the United States.

Mr. Lloyd George also strongly favours a definite reduction in armaments and a friendly understanding with the United States on maritime questions.—*British Wire-less.*

TRUE TO LIFE.

"THE PORT OF MISSING GIRLS."

A picture which strikes a new note in film fare and perhaps, one of the most unusual pictures ever seen in Hongkong, is an apt description of "The Port of Missing Girls," which will be offered as the feature attraction at the Queen's Theatre on Tuesday and Wednesday next.

The picture is a powerful drama of modern life, in which a very moving story has been taken and, by a fine sense of values, built into a strong presentation. The story is said to be true to life and vividly depicts the alarming happenings with which a young girl of the modern flapper type may meet during her existence in a large city. All through an innocent love affair, a beautiful girl falls prey to the social jackals who promptly attempt to take advantage of the situation. Many unusual twists of narrative are introduced into the story thus maintaining an interest until the final climax.

Barbara Bedford and Malcolm McGregor are the leading players and are supported by other well known artists among whom are Hedda Hopper, and Edith Rosing.

The sum of £2,10, 0. has been forwarded to St. Dunstan's Hospital (for the blind) by Messrs. Lazarus. This sum, composed mostly of small coins, was collected in response to the "Special Opticians Appeal" by the Hospital.

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